cycle news

VOLUME VII NUMBER 14 | North & Western Edition | April 21, 1970

Viewfinders G.P. Win For De Soto

25¢

Hoo! Did he come close. Al Baker gets out of shape in a bad place...right in front of a whole pack of angry 500cc Experts. Al kept his cool and his lead at least until John (12) DeSoto came past for the win. See page 8 for the rest of the action.
— Terry Pratt Photo

NEWSPAPER
CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

CALENDAR

Regularly Scheduled Events

ATTENTION PROMOTERS:
For Listing in this column call or write:
c/o Cycle News
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUN. OF EVERY MO.
Deadman's Point, Apple Valley, Cal. 1st Sun. European Scrambles, 3 Classes, 1 hr. each – 8 a.m. Practice – 10 a.m. start – 3rd Sunday, Motocross – all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.)

COURSES FOR RENT

ADELANTO T.T. TRACK
Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info: (213) 927-3860.

THURSDAY, APRIL 16th

TT RACES at Ascot Park. Pro racers include Van Leeuwen, Romero, Castro, Rockwood and others. Racing starts at 8 pm, with admission $2.95 for adults, $1.95 Juniors, $1 for kids 8-12 and kids under 8 free.

APRIL 17, 18 and 19th

NORTHERN CALIF. CUSTOM MOTORCYCLE SHOW at National Guard Armory, on Willow Pass Rd. and Parkside Ave. in Concord. Fri: 6-11 pm, Sat. and Sun. 10 am-11 pm. Cuatom choppers, minibikes and racing and motocross bikes.

SATURDAY, APRIL 18th

SPORT RIDING, Huntington Beach Cycle Park. Motorcycles on motocross course only $1.50 per bike and rider. Minibikes on minibike course. $1.50 per bike and rider. Spectators $.50. Info: (714) 897-4458.

UCD PICNIC DAY RACE by Davis Hustlers M.C. at club's grounds. Admission 50¢, $2 to race. Five classes, signup 9-11 am, race at noon. Class "C" traction. On Old Davis Rd., south of I-80. Follow signs. Info: (916) 753-7437.

SUNDAY, APRIL 19th

C.E.R.A. ENDURO II limed on Hwy 195 so. of Interstate 10, east of Indio, Calif. Drawing April 8th. Entry and Info: C.E.R.A. Box 2102, Cypress, Ca. 90630.

SCRAMBLES by thw Shasta MC at Happy Raceway, approx. 11 miles W. of Anderson, Calif. Sign-up 9-11a.m., prac. 11 a.m., race 1:00 p.m. $2.00 to ride. AMA sanc. Info: (916) 241-2002.

T.T. SCRAMBLES by the Nevada Trailblazers at Reno, Nevada. Take Pyramid Rd. north of 26 miles from U.S. 40.

MOTOCROSS by Huntington Racing Assn. at Huntington Beach Cycle Park. Mail entries $3 to Box FA, Westminster, 92683. Post entries $6. Signup 8-10 a.m. Mail entries close April 1st. 3 number plates. Info: (714) 897-4458.

SCRAMBLES by Sagehoppers M.C. Practice at 9 a.m., Experts start at 10 a.m. Novices follow. Limed from Hwy. 5 and Encinitas Blvd., Encinitas, Calif. AMA sanctioned. Facilities. Entry $3.50. Info: (714) 273-5258.

POKER RUN by Oxnard M.C. Signup 8-9 a.m. Entry fee $2.50, includes food at finish. Minibike drawing. Start at club house, rear of Eagles Lodge, So. Saviers Rd. All size bikes, car entries accepted. Field events, games. Info: (213) 860-2055

ROAD RACE by ACA at Anzac Raceway, Ave. T, Palmdale, Calif. All G.P. and Tourist trophy classes. Practice at 9 a.m., first event at noon. Info: (714) 528-4290.

MOTOCROSS by CMC at Saddleback Park Orange, Calif. Newport Fwy. to Chapman Ave. to Santiago Canyon Blvd. Turn right for 1-1/2 miles. Membership required. Post entry $10, mail entry $5. Mail to Box 1402, Costa Mesa.

AMA PROFESSIONAL RACES at San Jose County Fairgrounds half mile track. $1200 purse. Trials 11 a.m., races at 2:15 p.m. Adults $3, kids under 12, 75¢ Info: 9408) 295-3050.

ENDURO, 2nd annual Cliff Hanger. Take Interstate 10 to Beaumont. Located on Hwy. 79 between Beaumont and Hemet. Limed from Beaumont Ave. offramp. Two 35 mile loops. Not for kids. Four classes, 3 trophies per class. Mail entry $4, post $8. Mail entries to 700 W. Florida, Hemet, Cal. Info: (714) 658-8062

MOTOCROSS by CMC North at Helvetia Park, 6 miles W. of Sac. on Hwy. 16. Fifth race of CZ series, with free CZ motocross bike going to points leader at end of six races. Info: (415) 682-3542.

TT SCRAMBLES by Lightweights M.C., at Adelanto. 7 am signup, 8 am practice. Ultra lightweights race at 10 am, lightweights at 1 pm. Big bores. Info: (213) 439-0405.

FIELD MEET by Coachella Valley, Bushmasters, and Highsiders M.C.'s. Limed from Interstate 10 and Indian Ave., North Palm Springs. Entry $3.00. All Proceeds to Angel View Crippled Children's Foundation. Buffet and trophy presentation after meet at Angie's Pleasure Inn.

ENGLISH TRIALS at Dunlap, Calif. All classes, entry fee $3.00. Rider's meeting begins at 9:30 a.m., with first event at 10 a.m. Generous supply of trophies. Turn rt. at Clingan's Jct., east of Fresno, and go 4 miles to Park entrance.

MOTOCROSS by Trail Trotters M.C. at Pleasant Valley Raceways, 8 miles east of Coalinga. AMA sanctioned, Dist. 35 points. Unimproved camping. Mail or post entry $2.50. Limited entries. Mail to Box 414, Colenga. Info: (209) 935-3311 or 935-1757.

HARE AND HOUND by 4 Corners M.C., Farmington, N.M. Follow signs from San Juan Hospital. AMA sanctioned. $7.50 post entry. Sign-up closes at 9:30 a.m., with first race beginning at 10 a.m. Number plates required. Info: Box 885, Farmington, N.M.

FIELD MEET AND TROPHY PRESENTATION by Coachella Valley M.C., at Angies Pleasure Inn, 64647 Dillon Rd., North Palm Springs, Calif. Trophies awarded for December TT race at Perris

MOTOCROSS by CMC North, at Livermore's Carnegie Cycle Park. Corral Hollow Rd. off 580. Limed from Hwy 50 and Livermore. Practice at 8:30 am, race at 10:30 am. $5 mail entry, $10 post. Mail to CMC, 944 Santa Lucia Dr., Concord, Calif.

MOTOCROSS by Hi-Desert Racing Assoc at Deadman's Point. Six series race begins April 19, with series winner getting $200. Info: Evenings (714) 247-7473.

TT RACES by Mesa M.C. at South Bay Speedway in San Diego. South on I-5 to Main St. turn, than follow signs and lime. $2 post entry. Info: (714) 426-0172.

ENDURO, 100 miles by the Polkadots Competition MC at Forest Hill, Calif. A.M.A. sanct. Post entry $8.00, mail entry $6.00 to: 1226 Q St., Riolinda, Cal.

HILL CLIMB by Salinas Ramblers M.C. at Rianda Ranch. Limed from highway 101, 13 miles south of Salinas. All classes, six bikes to a class. AMA sanc. Signup at 9 a.m., start at 1 p.m. $2 ride or watch. Info: (408) 424-9611.

MAMMOTH MOUNTAIN
MOTOCROSS
RACING
WATCH FOR DATES

INTERNATIONAL RACING ENTERPRISES
PRESENTS
EAST/WEST SERIES Better Than Best
2 Down 3 To Go
BAYMARE RACEWAY
NEXT RACE APRIL 26th
Motocross Racing

I.R.E. HAS GIVEN AWAY:
1 YAMAHA
2 SACHS
$545 in CASH
175 in TROPHIES

YET TO COME:
5 PR. TORSTEN HALLMAN LEATHERS
5 PR. TORSTEN HALLMAN BOOTS
$600 in CASH
APPROX. 300 more TROPHIES
6– TRIPS TO PEPPERELL, MASS.
1– TRIP TO EUROPE

CAN YOU THINK OF A REASON NOT TO RIDE THE EAST/WEST SERIES??

FOR INFORMATION CALL OR WRITE:
DAVE GROVES– 6605 DESOTA AVE., CANOGA PARK, CA.
(213) 348-3349

RIDE WITH THE BEST
RIDE CMC EVENTS
MOTOCROSS
APR. 19 – SADDLEBACK
MAY 3rd – Perris Raceway
MAY 17th – Carlsbad Raceway
– RAIN or SHINE –
3# Plates Req.
CMC MEMBERSHIP REQ. $5.00
Mail Entry, $10.00 Post Entry.
Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

A.M.A. Sanctioned
MOTOCROSS
APRIL 19
By Trail Trotters M.C.
at
PLEASANT VALLEY RACEWAYS
8 Mi. East Of Coalinga
Practice 8:30
Race At 10:00
District 35 Points
* unimproved camping
* dozens of trophies
At ½ Way Pt. For North & South
Mail or Post Entry $3.
Limited Entries
Box 414
Coalinga, Cal.
Info:
(209)
935-3311
935-1757

PRO RACES by Bob Barkhimer Assoc., at San Jose County Fairgrounds. AMA sanc., $1200 purse. Half mile track. Warmups 10 a.m., Trials noon, race 2:15 p.m. Adults $3, kids under 13, 75¢. Info: (408) CY 5-3050.

SCRAMBLES by Lodi M.C., at Lodi Cycle Bowl. AMA sanc. Practice 9-11 a.m., races start at noon. All classes, entry $2 per motor. Info: (209) 368-7182.

SCRAMBLES by Westside Eagle M.C. and La Grange Rodeo Assoc. Proceeds to Washington Crippled Children's school. La Grange, Calif., Hwy 132 east of Modesto. Signup 8-11 a.m. ride at noon. $2 ride or watch. Special event between bikes and horses. Info: (209) 537-2426.

HARE & HOUND by Antelope Ramblers M.C. AMA sanc., Dist. 37 points. Limed from Hi Vista store and Adelanto. Two 40 mile loops, start at 10 a.m.

MOTOCROSS by Bay Mare Cycle Association, at Bay Mare. Dist. 37 points, AMA motocross numbers only. Post entry $5. Three classes, Novice alone, Am/Ex. combined. Signup 7-9 am, races start at 9:30 am.

TRIALS by McMinnville M.A.C. Follow signs eight miles west from McMinnville. Ten sections, two mile course. Entry $1 for 125cc, $2 for 250cc and Open. Signup 10 am, start noon. Hot coffee and food.

MOTOCROSS by Trail Trotters M.C. at Pleasant Valley Raceways, 8 miles east of Coalinga. AMA sanctioned, Dist. 35 points. Unimproved camping. Mail or post entry $3. Limited entries. Mail to Box 414, Coalinga. Info: (209) 935-3311 or 935-1757.

TRAILS by Valley Climber M.C. Take Hwy 29 thru Napa to St. Helena. Road limed from one mile north of St. Helena. Four classes, with Novice "B" at 9:45 am, and Novice "A", Expert and Amateur at 11:45 am. Info: (707) 255-5729.

POKER RUN by Redwood Empire M.C. at Santa Rosa (Calif.) Fairgrounds. AMA and SRRA sanc. Many trophies. $1.50. Signup 9-11 am, close 3 pm.

TROPHY PRESENTATION. If you won a trophy at the Stump Jumpers motocross at Saddleback on Jan. 25, you may pick it up at Bay Mare on April 19, or anytime at Norm Reeves, 909 Anaheim, Anaheim, Calif.

CROSS COUNTRY by Sandshifters M.C. Follow red arrows from Kona, Wash. 101 miles, 30% trophies. Seven classes, pre-entry $5 to P.O. Box 16, Kona, Wash. Camping and facilities available.

EUROPEAN SCRAMBLES by Allgood Racing International, at Carlsbad Raceway. Seven miles east of Interstate 5, on Palomar Rd. Mail entry $7.50, Post entry $12.50. Registration and practice between 8-10 a.m., with race starting at noon. $1000 in cash or merchandise to winner. Info: 6982 La Jolla Blvd., La Jolla, Calif., (714) 488-6006.

MOTOCROSS by ACA at Sadleback Park, Orange Calif. All sportsman and senior classes. Practice at 9 a.m. and first event at 11:30 a.m. Info: 528-4290.

THURSDAY, APRIL 23rd

TT RACES at Ascot Park. Pro racers include Van Leeuwen, Romero, Castro, Rockwood and others. Racing starts at 8 pm, with admission $2.95 for adults, $1.95 Juniors, $1 for kids 8-12 and kids under 8 free.

APRIL 23rd THRU 26th

CUSTOM CAR, MOTORCYCLE AND DUNE BUGGY SHOW by Tridents Car Club, Cycle World Magazine and Dune Buggies Magazine, at Los Angeles Sports Arena. Info: (213) 588-4551.

APRIL 24th THRU 26th

MOTORCYCLE SHOW by Redwood City Travelers M.C., at Redwood City American Legion Hall. Friday 5 pm till midnight, Saturday, 9 am till midnight, Sunday 9 am till 5 pm. Honda Trail 70 door prize. AMA and SRRA sanc. Trikes, choppers, dirt and street bikes.

AMA PRO SHORT TRACK RACES at Vallejo (Calif.) Speedway. $900 purse. Practice at 7 pm, racing at 8 pm. 18 events open to Novice, Amateur and Expert. Gates open 6 pm. Free parking. Info: (213) FA 1-5323.

SAT. & SUN., APRIL 25, 26th

LAKE ELSINORE TOUR by Pacific Coasters M.C. No official start. Finish and signup at Lake Elsinore. Trophies, food, beer, parade, dance and drill team. For info and entry blanks contact H-D dealer or (714) 274-3755.

SUNDAY, APRIL 26th

TT RACES by Huntington Racing Assn., at Huntington Beach Cycle Park. Signup 8-10 a.m. $2.50 entry for non-members, $2.25 entry for members. Info: (714) 897-4458.

HARE & HOUND by Simi Valley M.C. at Four Corners. Limed from Cramer Jct. on 395. Dist. 37 points. Course has two 35 mile loops. Starts at 10 a.m., D.S.T. Entry $4.25. Info: (805) 526-8214.

ENDURO by Explorer Post 305. Start and finish at Allen's Motorcycle Playland, 5 miles north of Oakhurst on Hwy. 41. Special class for under 125cc machines and "B" class enduro riders. Open only to first 360 entries. Mail entry $4 to Forest Road F, 29 Star Route, Oakhurst, Calif. 3 riders make a team. Post entry $5.

MOTOCROSS by the CMC North at Plymouth, east of Sac. on Hwy 16. Sixth and last race of CZ series with free CZ motocross bike going to points leader. Info: (415) 682-3543.

AMA PROFESSIONAL TT at Old California State Fairgrounds in Sacramento. All new 1-1/2 mile course. Fourteen events, with first race starting at 2:30 p.m. Thirty three Experts go 50 laps. $4000 purse. Am. & Nov. also run. Agajanian Enterprises, Info: (213) FA 1-5323.

MOTORCYCLE RACES by the Rainier Sportsmans M.C., at Rainier Rodeo Grounds, between Yelm and Tenino on Hwy 507. Signup ends at noon, first race at 1 p.m. Two trophies guaranteed in each class. Donation $2, students $1. Info: (206) 446-2401.

HARE & HOUND by Simi Valley M.C. Limed from Cramer Jct., Hwy 395 and 58 (4 corners). Two 35 mile loops, dist. 37 points. 10 a.m. D.S.T. Entry $4.25, super finisher pins.

MOTOCROSS by Taft M.C., at track 1/4 mile west of Maricopa. AMA sanct. Signup 8-10 a.m. Info: (805) 763-1655.

HARE SCRAMBLES by Cascade M.C., 22 miles east of Bend, Ore., on Hwy 20. Post entry $4. Signup 8 a.m., race at 10 a.m. 30% trophies, catering trucks and restrooms. Info: (503) 382-5731.

MOTOCROSS by the Feather River MC at Marysville, Calif. located under E Street bridge at Marysville. AMA sanct. Sign-up 8-10 a.m., first race 10:30 a.m. Info: (916) 742-7785.

SCRAMBLES by Stockton Scramblers M.C. has been cancelled due to AMA Pro races in Sacramento.

MOTOCROSS at Bay Mare, 3rd in a series of five east-west challenge meets. Winner gets trip to I.S.D.T. in Spain. Top six compete against east in Mass. Info: (213) 348-3349.

POKER RUN by Tracy Chief's M.C. in Tracy.

MOTOCROSS by Richmond Ramblers M.C. at Pt. Richmond, club grounds.

MOTOCROSS by Bushmasters M.C. at Lamb's Canyon, two miles south of Beaumont, Calif. All classes race three times for 20 minutes. First event at 10 am. Entry $3.25. Limed from I-10 and Beaumont Ave. Info: (714) 849-6181.

ROAD RACE by AFM at Vaca-Valley Raceway, just off I-80 in Vacaville. 2.2 mile circuit, with speeds up to 145 mph. Strategic spectator points. Practice 9 am race at noon.

HILLCLIMB by San Jose Hillclimbers. Signup 8-10 am at Cycle Hills, Uvas Dam. Info: (418) CI 8-2684.

TRIALS by the SCTA at Saddleback Park Sign-up close 9:30 a.m. Info: 697-9441.

MOTOCROSS by Boondockers M.C., five miles north of Port Orford, Ore., off Cape Blanco Rd. Signs posted. Info: (503) 348-2344 or (503) 348-2482.

CLASS A SPEEDWAY By Great Bear Enterprises at Antelope Valley Fairgrounds, Lancaster, Cal. Info: (213) 473-5613 or (714) 521-6422.

MOTOCROSS by the Pathfinders M.C. at Dunlap Park has been cancelled.

MOTOCROSS by the Sledriders MC at Deadman's Point, Apple Valley, Calif. AMA Sanct. Dist. 37 points. Three motos all classes. Course and bar both wet.

T.T. SCRAMBLES by the San Bernardino MC at Perris, Calif. Dist. 37 points. Sign-up 0-200 7 a.m., 250 10 a.m. and Big bikes noon. Traction opp. Adm. $1.25, entry $2.00. Info: (714) 822-2252.

(Continued on page 24)

the ACTION'S at
SADDLEBACK
ORANGE COUNTY'S MOTOR PLAYGROUND

APRIL 19
CMC Motocross
SCTA Riding School;

APRIL 26
SCTA Trials; ACA Motocross

MAY 3
ACA Motocross; Saddleback Scrambles

MAY 10
Mini-Bike Scrambles

OPEN WEEKENDS 8–5
MON., THURS., FRI.–9–5
Admission $2.50; Minis $1.50

SADDLEBACK PARK
BOX 2455, ORANGE CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

J.C. AGAJANIAN Presents
AMA PACIFIC COAST MOTORCYCLE CHAMPIONSHIP!
T.T. STEEPLECHASE

50 LAP MAIN EVENT ★ 33 EXPERTS IN THE MAIN
SUN. APR. 26
GATES OPEN 9 AM
QUALIFYING 10 AM
RACE TIME 2:30 P.M.
ON EXCITING NEW 1½ MILE T.T. COURSE!
★ NOVICE ★ AMATEUR ★ EXPERT RIDERS
OLD STATE FAIR GROUNDS SACRAMENTO
CIVIC THEATER
BOX OFFICE 15th & H-441-6991

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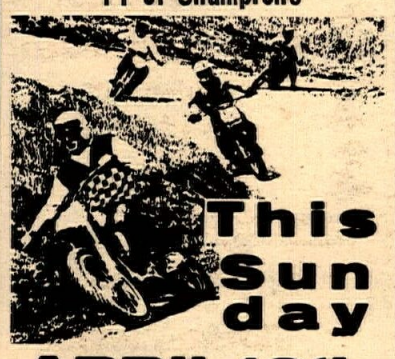
TICKETS GO ON SALE AFTER APR. 10th AT DEALERS LISTED

ORDER YOUR RESERVED SEATS TODAY
TICKETS—CIVIC THEATER BOX OFFICE
1419 H St. . Sacramento 14, Calif. . Phone 441-6991
Check
Enclosed is my Money Order for $_____ for_____ (No. of Seats) @ _____ each
Name_____
(please print)
Address_____ City_____ Zone_____
State_____ Please enclose stamped, self-addressed envelope for ticket return

Box Seats - - - - - - - - - - - $5.00
Reserved Grandstand - - - $4.00
General Admission - - - $3.50
Children (8 to 12) - - - - - - $1.00
(Available Day of Race Only)

TT of Champions

This Sunday
APRIL 19th
TT SCRAMBLES by Lightweights M.C. at Adelanto, Cal. Race Track.
0-200cc 7 a.m. sign-up, 8 a.m. practice. 250cc 10 a.m. sign-up. Big bores 12 p.m. sign-up, 1 p.m. prac.

FREE FILMS
Free Admission
Free Refreshments
Fri. Apr. 17th
Starts 8:00 p.m.
New MOTORCYCLE RACING FILMS
Peck Park Auditorium
500 N. Western Ave.,
SAN PEDRO, CA.
(near Park Western Shopping Center)
750 Soft Seats
FREE TICKETS
May Be Picked Up At:
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2073 W. Pacific Coast Hwy., Lomita
(213) 326-3810

cycle news

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voices

TRIALS THE ANSWER?

Many fathers & under 16 year old riders have bemoaned the AMA's recent ban of under 16 yr. olds from sportsman racing. I sympathize, although I can understand the AMA's reasoning and feel it is justified – at this time.

It may be that many who have threatened to give up motorcycling because of this rule are overlooking a wonderful are of competition still open to them. Start thinking positively. Think "Trials"

HERB SCHENK
S. Lake Tahoe, Calif.

HOORAW FOR THE GRIPSTERS

Seems there is a lot of "hooraw" about who did what at Elsinore.

But it seems to me that there ain't enough "hooraw" for the Gripsters, the good people of Elsinore, the press and film coverage and ALL the other people who put in to the Grand Prix without any thought of taking out.

Being new to the sport, I could be "off base", but when the label 'sport' is placed, and the entries are in, top Expert and lowest Novice alike, the consideration then becomes how the game is played.

It is realized that the prestige connected with a win is most beneficial for one who is in the cycle business. But, – and this is a but that might be thought over by the "pros" – it is the average run of the mill rider who supports the game. It would be slim pickins, indeed, if only the top experts and pros bought and rode bikes. The point is this, fellas: We "back in the pack" riders admire your skill, and often wish we could be up there out of the dust with you. But, don't let the glitter on those trophies blind you to the fact that the 'little guy' is supplying the oil to keep your lamp burning. If the little guy gets discouraged over all the big hassle at the top, he can trim that wick easily, by turning elsewhere for his sport, and cycling will be back in the post depression doldrums. This applies equally as well to the spectator. For where would anybody be without the support of the fans?

Granted, novice and spectator alike need some education on the "dangers" of the sport. But there are few born experts, and the last perfect Cat, they hung on a Cross and filled with holes.

In conclusion, thanks Gripsters, and thanks good PEOPLE of Elsinore. It was a "blast" and let's hope there are many more to come.

GEORGE R. SPIDELL
El Cajon, Calif.

A REAL BRAKE

I would like to thank the Vice President of the Simi Valley Motorcycle Club that bravely and deliberately stepped into my speeding Hodaka to save me and my borrowed machine from extensive injury and damage. While winding out on the top fire road at the Viewfinders Grand Prix, I suddenly found that I was unable to apply my brakes, due to a jammed brake pedal. A turn appeared in the road when I found out that I had no brakes. I was certain to plunge over the full length of that 300 ft. embankment if it wasn't for this man's quick thinking and courage. Fortunately he sustained no injuries for his actions.

KEN A. BUCKSPAN
Woodland Hills, Calif.

HANGTOWN HAILED

Congratulations to Bill Onga and his Dirt Diggers North for a tremendous week-end of racing at the Plymouth Hangtown Motocross, April 4th & 5th.

And, our heartiest thanks go to Gene Nunes, who made delivery of our son Mark's new Penton, the night before. This kind of extra effort to keep a customer happy is common place with Gene and very much appreciated.

The races went off without a hitsh and were very well managed. The plug on T.V. was a real asset to the sport, and Bill Onga did justice to that one.

The town of Plymouth, having once had trouble with street motorcycle gangs, has certainly changed its opinion of motorcycle dirt riders since races have begun in Plymouth these last couple of months. A forward step for all.

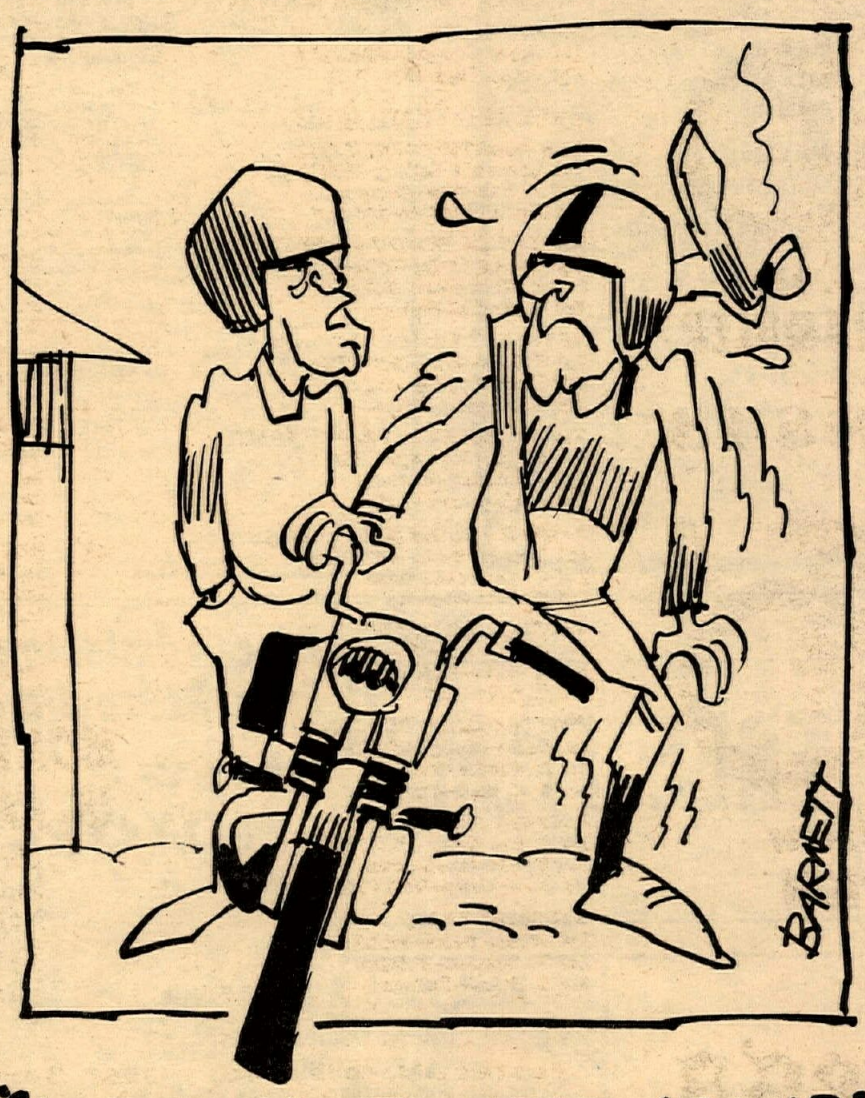
JIM AND SYLVIA LaRUE
North Highlands, Ca.

THANKS FROM THE McCORDS

Once again we would like to say 'thank you'. These words seem so small compared to what we really feel in our hearts. People have been so wonderful to us during our grief and loss of our son. No where will you find more wonderful compassionate people than among the bike riders. We would like to especially thank the San Bernardino Valley M.C. for putting on the David McCord Hare Scrambles in memory of David. The club presented us with a beautiful plaque with inscriptions on it that means so much to us. Also, they gave us a check which we used to help pay the hospital and doctor bills.

We will forever be indebted to them and all the riders and people who helped and honored us by attending the race – Again we want to say 'thank you'.

THE McCORD FAMILY
and DAVID COLEMAN
Fontana, Calif.



"KICKBACK TROUBLE AGAIN?"

EVERYONE WANTS TO BE A PUBLISHER

By Charles Clayton

According to The Motorcyclists Post (one of about two dozen periodicals serving the American motorcycle enthusiast) the AMA Executive Director plans to make all his loyal members (except Life Timers) take a $3 subscription to the magazine "American Motorcycling" beginning June 1st.

Since it would appear that the AMA is dead set on entering the swinging world of bigtime publishing, a few earnest words of advice would not be out of order. Everyone tells us how to run our business, so why shouldn't we pass on to the AMA these unsolicited observations, painfully learned during almost fifteen years of labor in the publishing vineyard?

First off, the Executive Director will have to start "looking the part" of a big publishing director. Hirsute sideburns (moustache optional) and bandanna ties are the uniform of the day. His somber suits will have to go to Goodwill and in their place wear a zippered leather creation by Tony Llad. He should direct the magazine staff from his bed, surrounded by lissome motor maids.

"American Motorcycling" will be too trite a title for the big mag. We suggest holding a contest to choose a new name, like "Cycle Orgasm". (One suggestion we heard was "Berry's Vanity Press." We are sure readers can think of other more or less appropriate names.)

Big circulation is not without its problems, however. Certain worries will inevitably vex the Director's ambitious brow. It's well known that circulation revenue alone can't pay the costs of publishing. Much advertising will have to be solicited, at considerably higher rates, to pay the printer. "Lead time" (the time needed to prepare and print a magazine) will have to be increased, hopefully not longer than 6 months, lest they be scooped by the annuals.

Of course, having a guaranteed circulation, the staff need not worry much about news value. The editor could omit such transitory fluff as coming events and who won what, leaving lots of space for items of lasting interest such as memoranda from the Director.

All this fine advice may be wasted, unless the AMA membership takes kindly to the increased dues and compulsory magazine. (About 100,000 of them rejected the plan when it was voluntary.) The whole scheme may result in a considerably smaller AMA altogether, and then the Director would have a lot more time to devote to publishing. Meantime, several publishers of our acquaintance are laying plans to enter the Association business. Sanctions and memberships are a lot more profitable to print than magazines, after all.

AN UNENLIGHTENED LIGHT?

I would like to correct a mistake made by Mr. Light in his results of the Tri State, at Bakersfield, Sunday 29. In the 100cc Expert class, second place went to Robert Sander, #7, district 37. That was a long way to go to a race, then be omitted from the results. Also, congratulations to all the racers from district 37 who rode. They made a fine showing.

VICKI VAN DORN
Whittier, Calif.

FINISHER PINS

I am writing this letter in the hopes that you might publish it for the benefit of my friends and I. The last three desert runs I have attended have failed to give out finishers pins. To me and most people I know, finishing a desert race is a lot of hard work, with the exception, perhaps, of J.N. and J. Morgan. I hope desert clubs everywhere take heed to this letter. It's a small token to the clubs, but it's a large plaque to the riders who earned them.

MICAHEL C. HART
South Laguna, Calif.

A TRACK ERROR

I would like to know why the Coalinga Trail Trotters race track was not on your map of race tracks of the North.

We're working real hard to do our part here for motorcycles. We need all the good advertising we can get.

MRS. HADYN E. CROFTS
Coalinga, Calif.

If you – or anyone else who was inadvertently omitted from the map – will send us the location of your track, we will gladly include it in the next revised edition...Ed.

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CAPPRA 360 G.P. SCRAMBLER

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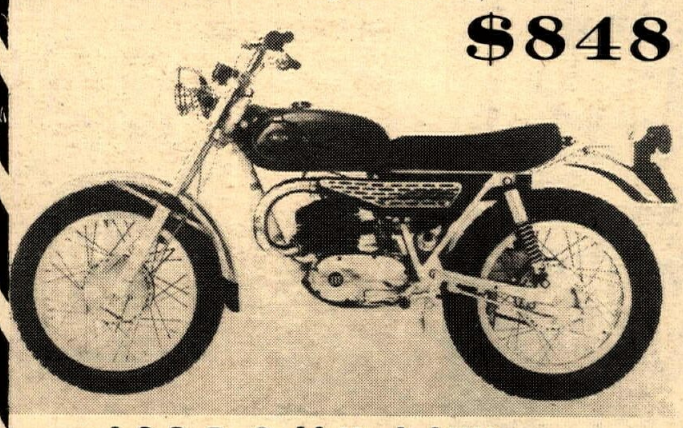

I.S.D.T. Gold Medal Winner
250 KING SCORPION

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1st Cenneth Loof—MONTESA
2nd Hakan Karling—Husqvarna
3rd Sven Hillman—Ossa

UPPLANDS, SUECIA MX
1st Cenneth Loof—MONTESA 250 GP CAPPRA
1st Lennart Nordstrom—MONTESA

SUECIA MX
1st Cenneth Loof—MONTESA
2nd Hakan Karling—Husqvarna
3rd—Sven Hillman—Ossa

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3rd Don Smith—MONTESA

CAMPEONATO TRAIL:
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2nd Ch. Coutard—Bultaco
3rd Grennier de Monner—Bultaco

THE CHAMPIONSHIP OF FRANCE MONTESA IS LEADING!!

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3rd Michel Traver—MONTESA

MONTESA IS WINNING IN SPAIN!!

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2nd Franisco Lancho—MONTESA
3rd Domingo Gris—Bultaco

1st Francisco Lancho—MONTESA
2nd Manuel Olivencia—MONTESA
3rd J. M. Casanovas—Bultaco

TRAIL:

TARRAGONA TRAIL:
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2nd Juan Bordas—MONTESA
3rd Jorge Permanyer Mon—MONTESA

SAN VALENTIN TRAIL:
1st Pedro Pi—MONTESA "Cota" 247
2nd Antonio Ferre—MONTESA
3rd Oriol Puig—Bultaco

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2nd R. Whitebread—Bultaco
3rd M. Martin—Bultaco

WETHERBY TRAIL:
1st Rob Edwards—MONTESA
2nd C. Hemingway—Suzuki
3rd H. Kampkin—Suzuki

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2nd J. Luckett—Bultaco
3rd I. Blackmore—AJS

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3rd B. Rice—Greeves

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3rd A. Crouch—Bultaco

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2nd D. Wheeler—Greeves
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ASHFORD DUNLOP TROPHY TRAIL:
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2nd A. Ketley—Sheene
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WILMAN TROPHY TRAIL:
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2nd C. Milner—Triumph
3rd J. Taylor—Suzuki

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2nd I. Blackmore—AJS
3rd E. Dommett—Bultaco

WILTS BORDER CUP:
1st R. Miles—MONTESA
2nd J. Abbott—Bultaco
3rd J. Ball—Bultaco

BODMIN CORNWALL TRAIL:
1st Brian Woodgate—MONTESA
2nd M. Youlton—Bultaco
3rd C. Dustow—Bultaco

HUNTS FALCONS TRAIL:
1st Ian Bradford—MONTESA
2nd D. Jones—Greeves
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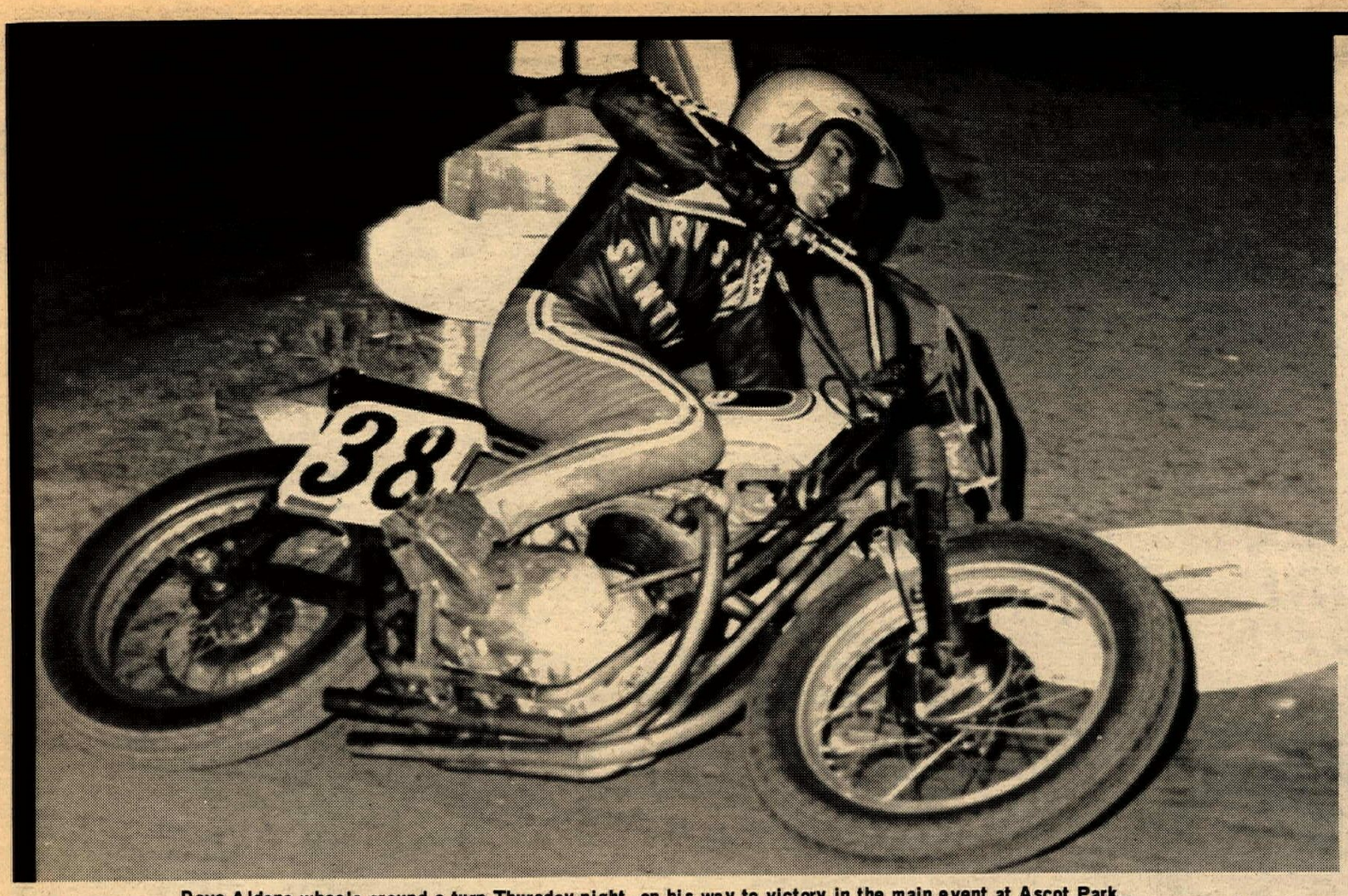

Dave Aldana wheels around a turn Thursday night, on his way to victory in the main event at Ascot Park.

By Cycle Ventures

GARDENA, CAL. April 9, 1970 – Dave Aldana devastated the Ascot bunch. He did it so convincingly that when it was all over, he was the unchallengeable winner by a whopping straightaway length.

Brelsford was the logical choice for the win by virtue of his Trophy Dash win over Aldana, Mulder and fast Amateur, Tod Sloan, but logic is dangerous at Ascot.

Dusty Coppage led into the first turn of the Main with Van Leeuwen tuning in behind him; Dave Aldana made his initial bid for first place in the first turn and tried to pass them both but was relegated to third momentarily. Eddie Mulder and Brelsford were the next two into the turn, Brelsford suffered from an apparent loss of low gear at the start. At the back field exit it was the Skipper, Coppage, Aldana, Mulder and Brelsford. Coming onto the front straight Aldana got by Coppage, then Brelsford and Coppage passed each other twice in fifty feet. It went that way for three laps but Aldana perservered at every opportunity and finally showed up where Van Leeuwen thought he should have been; in first place! Aldana half-miled it inside of the Skipper right on up into the T.T. turn and was steaming it so hard that in coming onto the jump, he had to roll the throttle off a bit to miss the outer edge of the ramp! That was his only near-loss of first place that whole night; he had the lead and absolutely coveted it.

In the next lap, the Skipper pulled to within five feet of the Beeza, and Brelsford had moved an equal distance behind Van Leeuwen's Triumph. B.S.A., Triumph, and Harley were each in striking distance.

The Harley and Triumph minced dirt for a couple of laps but B.S.A. mounted Aldana, meanwhile, was just tearing it up. Brelsford lost second again only to regain it once more and Aldana was still making unreal flights through the half-mile turns. Aldana may or may not be the unsafe rider people claim, but he is the kind of racer that doesn't know how to float when he's built up a safe lead. Man! He is one more racer and spectators eat it up. He'll race with himself and he certainly mastered his race Thursday night.

At the finish he was still stretching distance on Brelsford, who had almost half a lap on the sputtering Triumph of Van Leeuwen. Mulder was a distant fourth and Lloyd Houchins, in fifth, was glad it was over, having fought Dave Hansen back all the way.

The Amateurs? well, ...

Tod Sloan will not cherish his second place trophy. After an absolute runaway race over Terry Dorsch, Randy Ellis, and last week's winner John Hateley, Sloan slowed down to half speed on the last lap for some unexplainable reason. Hateley cashed in on the opportunity and closed the one-half lap distance between them and then added a few more inches to take the win at the finish line by a wheel. After finishing dead last the previous week, Randy Ellis had fourth place sewn up convincingly until a course marker shifted gears for him in the T.T. turn, bending his lever in the process. Terry Dorsch put third place to bed ahead of Tom Clark and Randy Ellis finished up the night dead last, again, due to shifting problems.

The Novices didn't ride like Novices, as Ray Vanderpool on a Yamaha snatched up the lead from Gary Scott whose Bultaco was running so fast it was under protest. Scott eventually routed Vanderpool and went on for a hair-raising win, angling his bike sixty degrees over the jump. The protest was unproven, and Scott was given the princely sum of $27.00 for his tire destroying ride. Carl Byers on another Yamaha grabbed third, and Ron Moore rounded out fourth with another Bultaco.

And if the thought of wild T.T. racing isn't exciting enough, the promoters have promised half-mile action to follow on Friday nights. Wow!

(Results on page 26)

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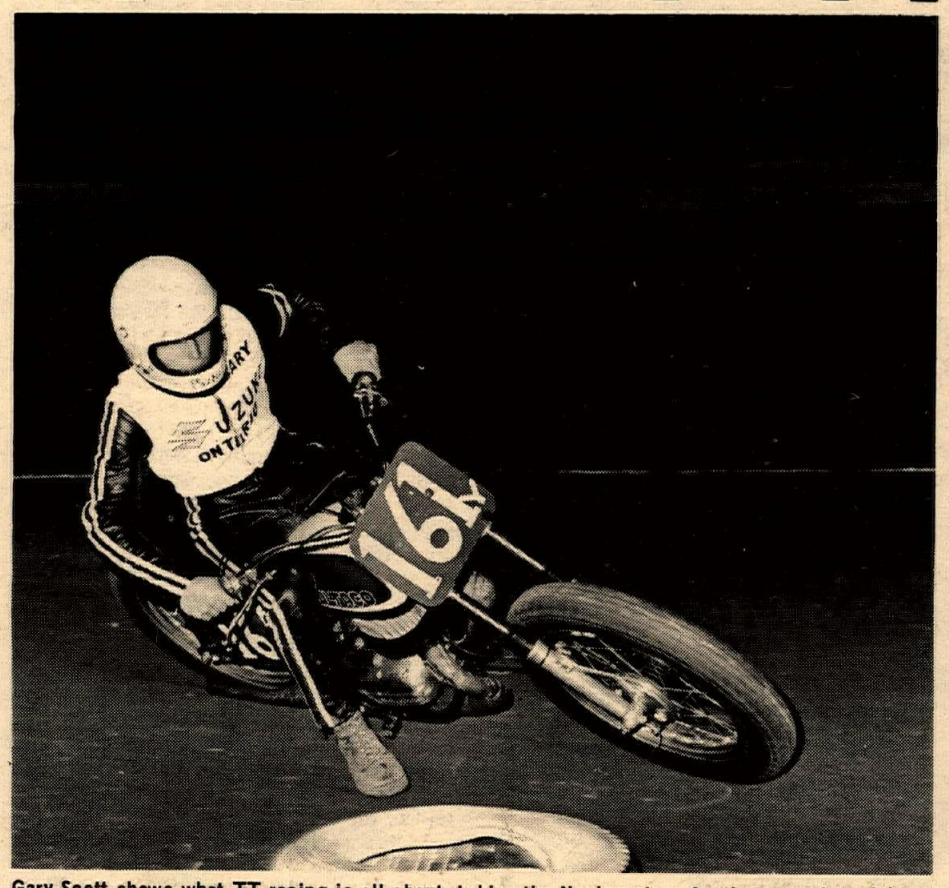
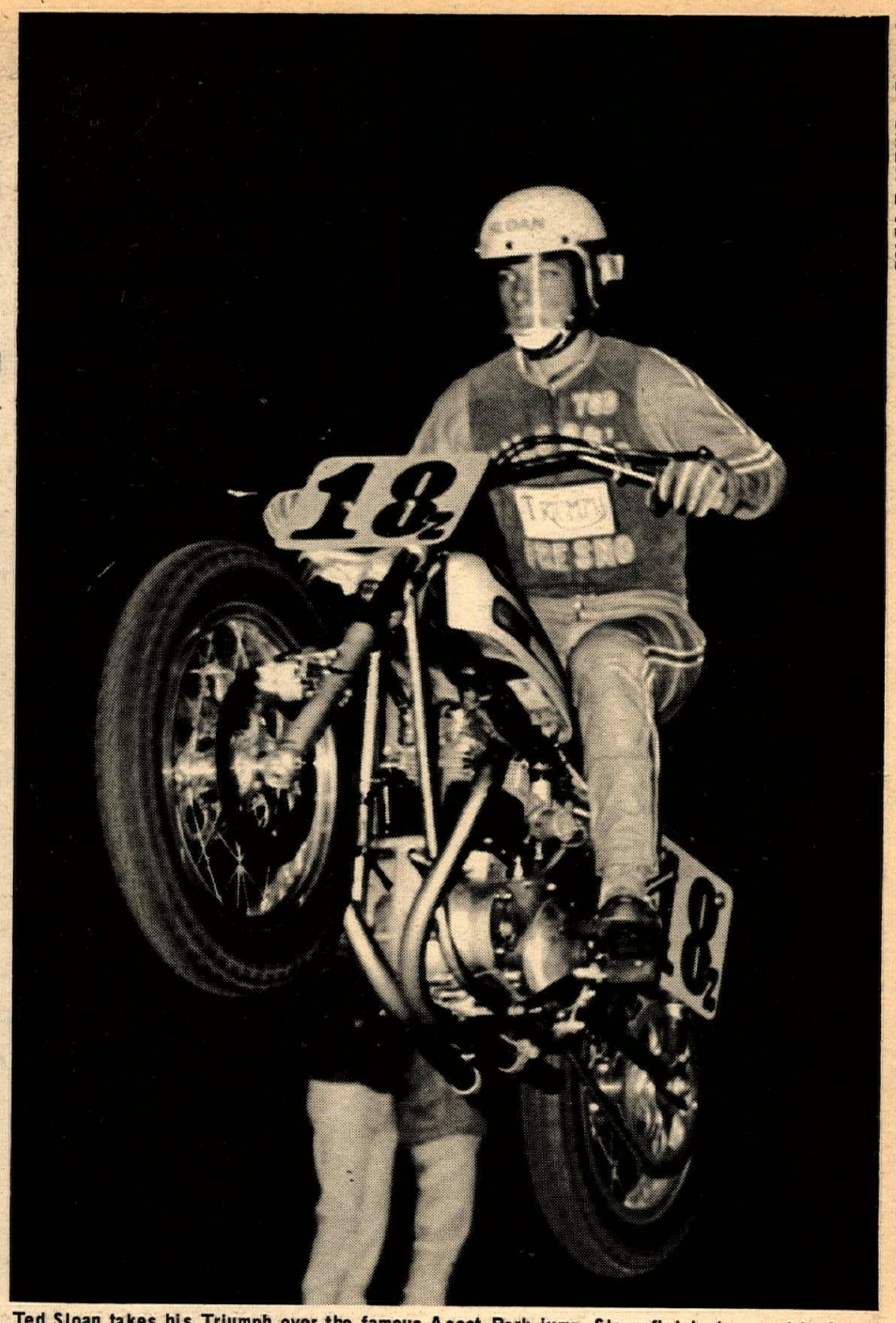
DANA'S BSA KNOCKS OFF ASCOT TT



Gary Scott shows what TT racing is all about, taking the Novice class for the second straight week.



Ted Sloan takes his Triumph over the famous Ascot Park jump. Sloan finished second in Amateur competition.

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DESOTO'S WIN TOPS TWO

MOORPARK, CAL. April 11 and 12, 1970 – John DeSoto spurred his CZ to a win in the feature event of the two day Viewfinder's Grand Prix held on a specially made course in the hills around Bay Mare Raceway last weekend.

John won the 500 Senior race after catching and passing Al Baker and his brand new Yamaha 360 MX. Baker jumped into an early lead and held it most of the way around the three mile loop before DeSoto's pressure got to be too much and the flying Hawaiian got by.

The wet towels and bottles had been passed around in the pits following the 45 minute grind. John said he liked the course and said it was challenging. "I was afraid it was going to be dusty so I wanted to get out front where it wouldn't be so bad." He did just that but not with out a good fight from Mr. Baker.

Rich Thorwaldson was thumping his Rickman Westlake along in third place in the first lap when a spill high up on a ridge on the back side of the course dropped him off the side of the hill.

"It seemed like it slid down that hill a long way before I finally got it stopped." he said later. Rich's detour put him back in about 8th or 10th and he was really hauling the mail in his catch up ride that finally netted him third behind DeSoto and Baker. Jim Dawson was sawing along in fourth right ahead of John Rice, and Whitey Martin.

A few of the almost 10,000 spectators saw Rich stir up the dust as they sat on grassy slopes surrounded by the winding course. The crowd gasped as they watched the leaders come around on the next laps. A very steep down hill section was just across the valley from where many of the spectators were bunched and DeSoto made great long leaps before landing several feet down the face ot the hill. What most of the crowd didn't see was the even longer down hill on the other side of the hill. The desert riders must have loved that one.

The course was specially built for the event by the Viewfinders and the Bay Mare crew. It had 4omething for everyone. Downhills, TT tracks, fire roads and lots of motocross style bumps.

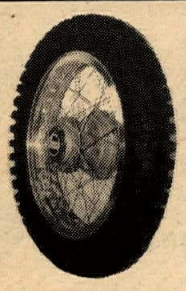
Al Baker made his lead stick in Saturday's race. In the 250 Expert event held on Saturday, Al and Jim Wilson fought mile after mile around the swooping, winding course. Wilson's Greeves was heard to stutter once in a while and Jim got his share of Yamaha dust while going up the loose powdery hills.

On Sunday the Open class race brought out the nostalgia in everyone. At the drop of the flag a herd of big four-stroke twins (predominately Triumphs) tore around the first bend. Al Holley and Doyle Fields came around first on the first loop but Doyle's twin became a single and he wasn't seen again. Then Rick Shirey began a drive from way back in the pack and one by one picked off

Riding a CZ, John DeSoto capped off two days of racing at the Viewfinders GP with a win in the 500 Sr. class.

Coming from behind Rick Shirey won the Triumph race otherwise known as the Open Expert class.

AMERICAN MOTOCROSS



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For the month of April with This AD we will Mount this Tire for Only $1.50.

21" Space Alloy Rims
Ultra Light – Super Strong
These rims are Competition Proven in Motocross & Desert from Bultaco 360 to Yamaha 125. New design will Not Pack with Dirt or Mud and have beautiful ful Polish Finish. Greatly improves Handling by Reducing Front Unsprung Weight – Increasing Wheel Diameter.

Available as Complete Wheel Laced to Your Hub– Includes: 21" Alloy Rim – Tire – Tube – Rim Band – Spokes – Nipples – Laced – Trued & Tire Mounted for only $69.00 plus tax.

Also available in Steel Rims at $55.00 plus tax.

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DAY VIEWFINDERS G. P.

other riders until he caught Holley and got by him for the win.

The Hack race is usually more fun to watch than almost any other race during the day. When the hacks run on a course filled with loose hills and places not quite wide enough for two hacks it is especially interesting.

The BSA rig of Ralph Whitney and Tommy Lee Cook led the first few laps but Tommy kept smacking his ribs on the new passenger bar they had just built. "It's too low," he said holding his stomach after they dropped out of the race. "I kept banging into it until I couldn't hold on anymore." While they were still on the course they went slower and slower until they were passed by the Greeves machine of the Meter boys, Ken and Darrell. The Meters ride their 360 Greeves rig under the Red Dot colors and are hard to beat. They called the course a "real thrasher".

Yes, the Viewfinders pulled it off. Two days of good racing under friendly skies with only minor problems; things like a broken sprinkler system and a wayward beer truck key.

It was a spectator's race but a rider's course. A Grand Prix is an enormous amount of work and congratulations are in order for all the groups that were there. Grady Lafferty and the International Racing Radio Crew were there for communications, Rescue Three can always be counted on for first aid service and Simi Valley M.C. was also on hand to help the Viewfinders.

(Results on page 26)

This loose hill gave the sidehacks headaches.

Washing a bit of the dust off his teeth John Rice (right) talks with winner John DeSoto (left) about their just completed 500 Sr. race.

Dawson picked it up real well with his Maico.

NUMBER RIDERS ON THE NUMBER 1 BIKE

A.C.A. 1969 NATIONAL POINTS CHAMPIONS
SACHS DOMINATES MOTOCROSS

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Bruce Sequine
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BOONDOCKERS MX
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1st POWDER PUFF
Nancy Sequine
SACHS 125cc

FLASH!!!
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125 Div. 2 Jr.
1st – G. Ryder SACHS 125

SACHS

FLETCHER EDGES BURCH AT H.B.C.P.

Get it! The 250s make tracks off the HBCP starting grid.

Photos and Story by Eddie Smith

HUNTINGTON BEACH, Cal. April 12, 1970 – Combining heats and finals with motocross scoring the TT races at Huntington Beach Cycle Park ran a total of eight classes.

Dave Fletcher, riding a 500cc Triumph, won the 650 Novices and Expert Open Main Event. Dave trailed Russell Burch riding a BSA until the last turn of the race. Burch came down low out of the turn while Fletcher stayed high and just did get by Russell in time to take the checkered flag.

Fletcher placed third in the Trophy Dash. He also placed third in the 350 to 500 Novice motocross.

At the start of the 650 Open Jim Luton mounted on a Maico tangled with Dave Fletcher and another bike. Luton was taken to the hospital with injuries.

Jerry Greer riding a Mitco Bultaco had a busy day. In the first 250 heat race Jerry tried to miss a fallen bike and rider took to the dirt himself. He bounced back though to win the 250 Novice Semi and Main Events without any trouble. Tim McCool placed second behind Greer in the 250 Main. McCool also was mounted on a Bultaco.

Greer also placed fourth in the 250 Expert Semi Main. He was then moved into the 250 Expert Main Event. During the Main Jerry got into some loose dirt and laid his Bultaco over. He called it quits for the day after taking the spill.

Bob Brooks was the winner of the 100 Novice Main Event. Bob was mounted on a Kawasaki. Keith Crecelius also on a Kawasaki placed second.

In the 125 Novice class Randy Bailey was first in the Main Event with John Sperry taking second. Both riders were on Yamahas.

First place honors went to Richard Sweaney in the 100-125 Expert motocross. Sweaney was riding a Kawasaki. Bob Saunders also riding a Kawasaki took second overall.

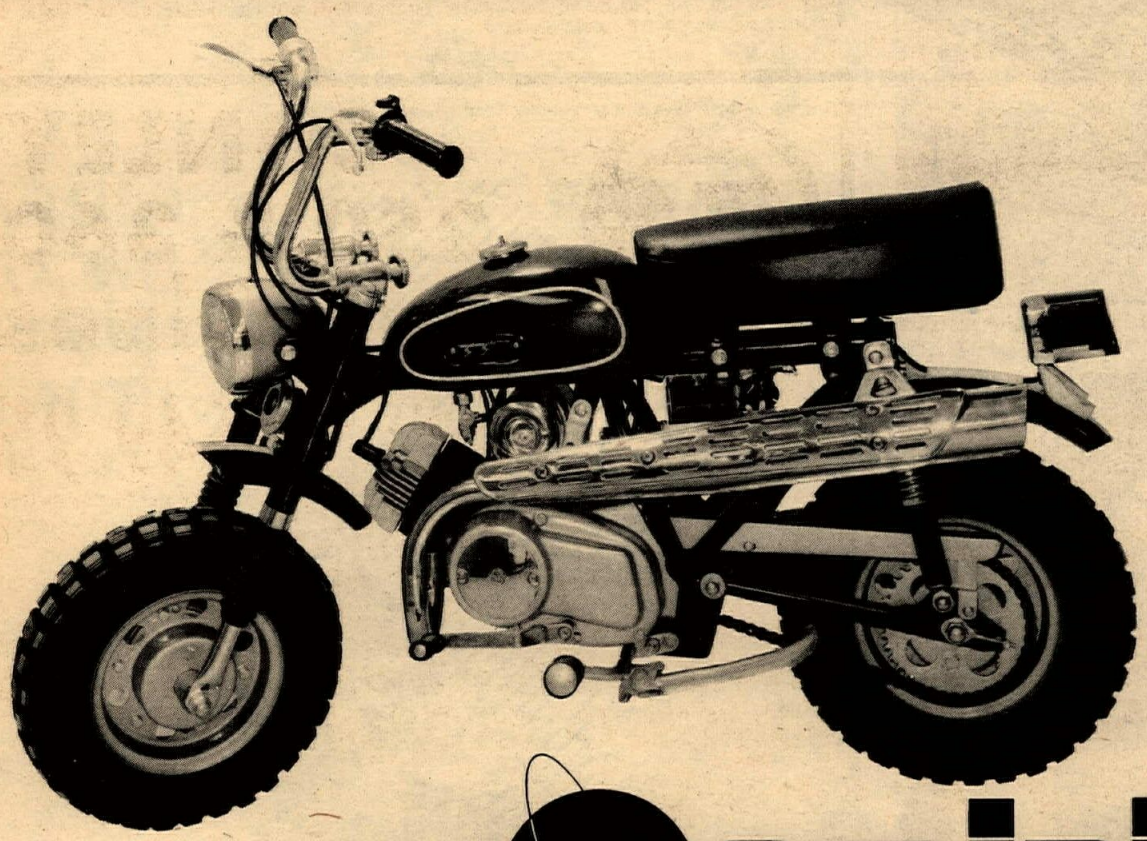
The 250 Expert class was won by Greg Wickam mounted on a Bultaco. Charles Gann also on a Bultaco finished second. Third place went to Tom White mounted on a Bultaco. White also won the Trophy Dash and was awarded a new racing tire.

Riding a BSA, Tom Shumard won the 350 to 500 Novice motocross. R.E. Phillips brought his BSA into a second place overall.

Huntington Beach Cycle Parks new J.A.P. track will be open for practice about May 2nd. TT scrambles will be held again on Sunday, March 26th.

(Results on page 26)

THIS IS THE ONE ALL THE TALK'S ABOUT...



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STAFFORD, RAY SHARE SWEETWATER HONORS

By Bill Harmer

SPRING VALLEY, CALIF. April 12, 1970 – Kevin Stafford, riding a Yamaha, beat out Kawasaki mounted Gary Johnson to win the 250cc "A" Main in special short track races at the Sweetwater Rodeo Grounds here today.

In the "B" Main Bill Ray, also on a Yamaha, turned back Kawasaki pilot Robert Anson.

The racing program was scheduled by the Hi-Boots M.C. to give District 38 riders something to do while waiting for the various racing clubs to 9et their TT track problems ironed out. Dirt track racing has virtually been cancelled so far this year in San Diego County.

The Hi-Boots worked hard on the Rodeo arena all week and put on a very exciting flat track program. They had to limit the bikes to 250cc or smaller because of the tiny track.

They divided the 250cc field into two divisions, delegated "A" and "B", holding heats, semi and main event in each.

The 100cc Novices also had heat races to decide the entries for the Main. Jim Brockman riding a Kawasaki captured the 100cc Novice event, with Del Ocehltree on a Hodaka pressing him for a second. Hodaka jockey, Monte Roberts, was third.

Hodaka mounted John Payne, annexed the 125cc Expert program, and Sal Peluso, on another Hodaka, and Jim Dunn riding a Kawasaki were second and third.

Bobby Flores, riding a Yamaha, won the 125cc Novice series of motos, and Paul Donohoe got enough points to capture second.

Yamaha expert Ray Vanderpool arrived late, but was allowed to enter the Sweepstakes Race on his 250cc machine, only to be humbled by Hodaka mounted Sal Peluso. Kevin Stafford and his Yamaha came in third.

The hour was early and the Sweepstakes Race so popular, that the officials brought back the same principals and ran a special "Match" race. This time Ray Vanderpool was able to come out over Peluso.

(Results on page 26)

Kevin Stafford, winner of the 250cc "A" Main and third place finisher in both the Sweepstakes and Match race, negotiates a turn at the Sweetwater Arena short track races Sunday.

Gary Johnson, 70, powers his Kawasaki through difficulty in the 250cc "A" Main. Johnson finished second behind Kevin Stafford.

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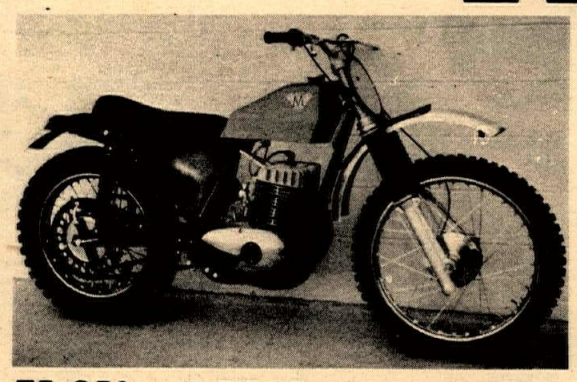

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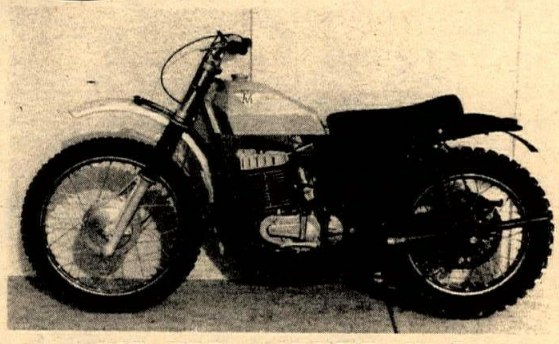

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WIRE TO WIRE WIN FOR FETTY

By Bob Grant

MIRAMAR, CALIF. April 12, 1970 – The Titans M.C. held a Hare Scrambles here today, for what may be the last race on this course. Nearby construction, real estate development, and recent BLM edicts almost assure an early closing of the area.

The race was ten laps around a five mile course, with the flag dropped for the experts at 10:15 a.m. Taking the lead immediately was Gene Fetty on a 400 Husky. Coming around the first lap it was Fetty, Maico mounted Bruce Torbett, and Scott King (Montesa), in that order.

The course was tight, rough, and dusty, with a lot of powdery silt making visibility scarce. Part of the course followed the newly graded roads of the construction. Fetty continued to lead, increasing his edge over Torbett and King. On the seventh lap King lost his coil and dropped out. At the finish it was Fetty first and Torbett second, with Fetty about three minutes ahead. Third overall, and first 250, was Curtis Smith on a CZ. Fourth was first year expert Gary Drean also on a CZ with fast closing John Kenyon fifth on a Yamaha, after experiencing early trouble. First 125 and sixth overall was Bob Thornburger on a Bultaco.

At noon the Novices started, with Open and 250cc going first and 125cc and 100cc classes about a minute later. The start was hairy, as a large turnout of Novices blasted off on a rather small starting area. Many were forced to go through large bushes only a hundred yards from the line as the dust made visibility almost negligible.

Dave Johnson on a 250 Maico equalled Gene Fetty's performance in the Expert race, by taking the lead immediately and then holding on to win. Second during the first part of the race was Mark Stevens on a 250 Kawasaki. On the tenth and final lap, it was Johnson, with D.R. Smith on a 250 Husky closing fast. Johnson held on, and third overall was taken by Richard Stokes on a 400 Husky, who also took first Open Novice. This was Stokes' first go in competition. Fourth was Mark Stevens.

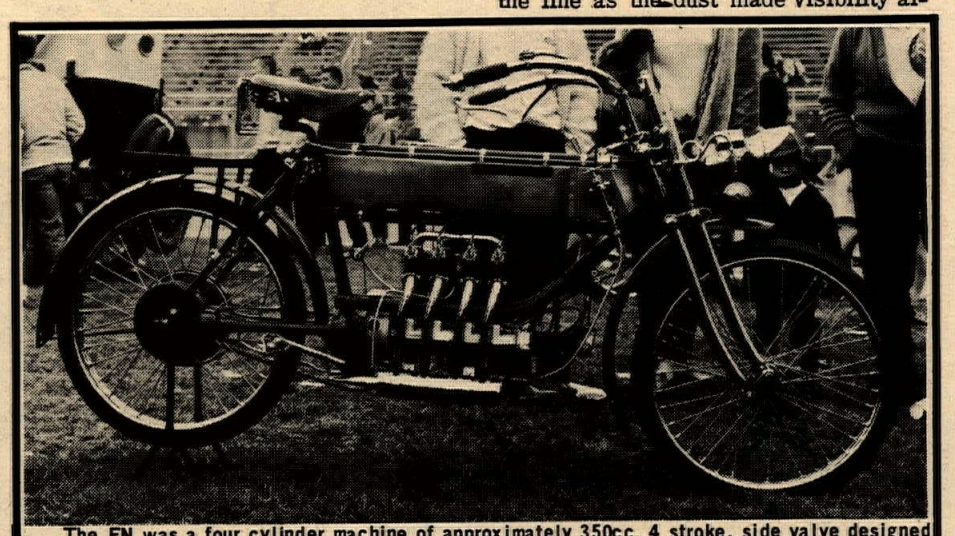
Except for the dust, it was a great day for racing. And to add to the dust, lack of uniformity and the general disorder and colage of number plates in this distirct, make identification difficult for the spectator. Unlike District 37, you see plates of all sizes and shapes, with numbers of all colors, some just tape, on all classes.

BERKSHIRE TRIALS MAY 16 & 17

DANVERS, MASS. – A spokesman for the Canadian Motorcycle Association announces that at least three CMA teams will compete in the Berkshire Trials at Middlefield, Mass., on May 16th and 17th. The CMA is requiring those riders chosen for their International Six Days Trial teams to participate in the Berkshire as a training exercise.

Edison Dye, imprter of the East German made M-Z motorcycles has made inquiry as to entry in the Berkshire for East German ISDT star, Werner Salersky, who is presently in the U.S.A. appearing at various events on beahlf of M-Z. Dye made no committment as to Salersky entering, however.

Continuing trade team interest is appearing, with the entry from Jeckel Industries of Glens Falls, N.Y., of two teams, one riding Greeves, the other the newly introduced Dalesman 125cc enduro machines from Great Britain.



The FN was a four cylinder machine of approximately 350cc, 4 stroke, side valve designed by Paul Kelecom of Belgium. This was was the last of the drive shaft models and had a two speed transmission. This engine was produced for about 25 years until 1929 and was highly successful.

ASCOT TO RUN TWICE WEEKLY

The Ascot Professional season schedule is finally beginning to settle down and it looks like the Gardena oval will draw the pros two nights a week.

Thursday night TT racing will continue but Friday nights will be reserved for the flat track program that has become a regular feature through the years.

This Friday's half mile action will star Grand National Champion Mert Lawwill and a super special twin carb XR 750 OHV Harley-Davidson that Mert has built up to try for the bucks and points at this weekend's Half Mile National Championship race at Palmetto, Georgia.

Thursday night the detour through the infield will put the action over the jump and past the duck ponds as the West's best take on the 5/8 mile TT course.

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Cycle Trends now have available the full range of the best motorcycle mood and action photos by former Cycle News photographer Bob Krips. The photos are big (18"x24") glossy black/white wall posters. These are quality photographs and the printing is superb. Individuals and dealers should write to Cycle Trends

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CMC CHALLENGES CARLSBAD

By Ron Szilagyi

CARLSBAD, CALIF. April 12, 1970– 263 riders met the challenge of motocross today, as CMC presented their weekly tournament, featuring some of the finest riders and riding available in the Southern California area.

The entire program was packed with action, as demonstrated by R. Davis (Bul), who, with only two second places, managed to take a win in the 500cc Jr. class. W. Thorton was second and R. Frscura (CZ) third.

Al Anders (Bul) jumped out in front in the first moto of 500cc Ex/Int. class, with Jim West (AJS) and Bill Silverthorn (Husky) closely behind. West soon found a hole and passed. Silverthorn then moved up to second, and P. DeBenedetti (A.E.), playing the catch up game, finally moved around G. Grahm (Maico) to unsuccessfully challenge 3rd place Al Anders.

In the second moto, P. DeBenedetti, running 4th, again challenged – this time successfully – both Grahm and Anders. He even gave eventual winner West a run for his money. In the final round De Benedetti took an early lead, but fell to the challenge of West, with the American Eagle rider taking class honors.

There were three divisions of 250cc Jr. competition and did they go. Division I found A. Newsom (CZ) really terrorizing the track, but R. Moore (Bul) ended up first overall with Newsom second.

In Division II, R. Norgaard (CZ) won all three motos, but not without a challenge from R. Rodriguez (CZ). In the last moto Rodriguez really flew. From the middle of the pack, he worked his way up to fifth, then third and finally second.

Two riders hit the soft stuff at Carlsbad Sunday. The track is a spectator's paradise, totally viewable from any one of a number of vantage points.

D. Shumate (CZ) won the first two motos in 250cc Jr., Div. III and enough points to give him a class win. He was followed by T. Blum (Mon.).

Tim Hart (Mon.) held Chuck Lude (CZ) at bay in the first moto of 500cc Expert competition, and was in the lead off the line in the second go. He spun out, however, giving Lunde an open field. Hart jumped up in sixth place and started his Montesa moving. He found a hole and by the final lap had regained the lead and a win ahead of a very unhappy Lunde. In the third moto Hart won going away, for overall class honors.

In the first of three 125cc Jr. divisions, 125 Jr. R. Tuggle (Yam.) won the last two motos, for a class win. Division II was won by E. Zoland (Yama), with a second and a first, just beating J. Wisdom (Yam) and consistent M. Rick, who, due to poor starts, had to pass and challenge for every position.

Gary Ryder (Sachs) took a class win ahead of N. Leonard (Sachs) in the third 125cc division. M. Roch (Sachs) had to come from the back every time to earn a 3rd overall.

D. Gualda (Bul) was first off the line in the 125cc Ex.-Int. class, but fell to third behind P. DeBenedetti (A.E.) and Bill Urban (Bul). Urban and DeBenedetti flyed lap after lap, but Urban found a hole and won the first round. Urban jumped into the lead in the second moto and held it, with Gualda taking second and De Benedetti third. In the third round Gualda was again in the lead, followed by Urban, who spun out and dropped to fifth. DeBenedetti now moved from third to second, and Urban, picking one man off after another, ended up in third and tops in the class.

B. McDougal (Hod) led and won a well ridden 100 Jr. Div. I race.

In 100cc Jr. Division II, J. Hoover (Hod) won the class. In the first two motos, he swapped hubs with K. Bowser (Yam), with Bowser winning the second moto. Bowser came off the line third in the final round behind Hoover and L. Fabry (Hod). Bowser got around Fabry but just couldn't catch Hoover.

(Results on page 19)

R. Moore, left, eventual winner of the 250cc Jr., Div. I competition, is shown here taking a jump with second place finisher, A. Newsom. The action was hot and heavy Sunday, as 263 riders were on hand for the CMC motocross at Carlsbad.

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SUZUKI CONFIRMS THREAT

GEBOERS WINS INTERNATIONAL

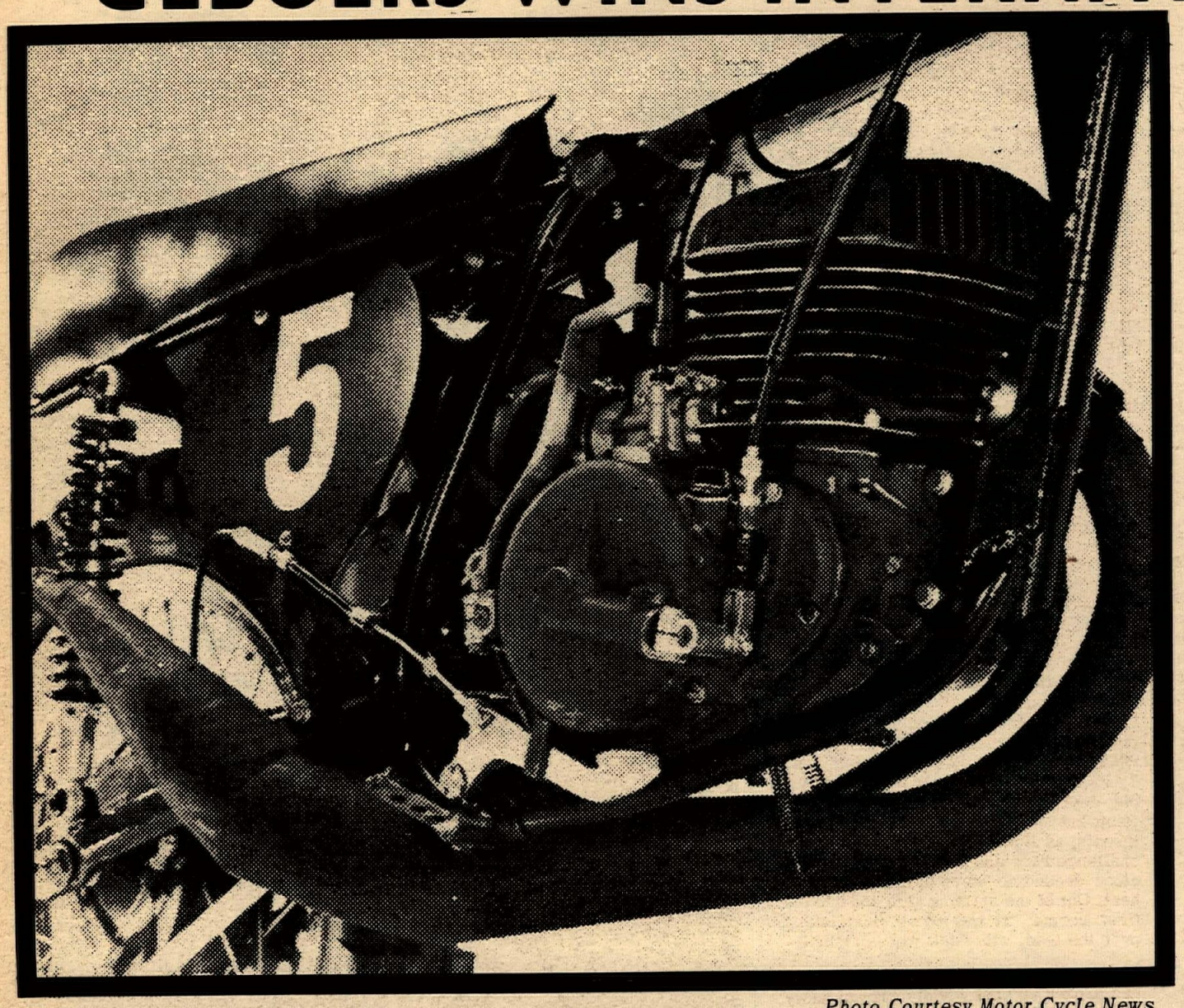

Photo Courtesy Motor Cycle News

HANTS, ENG. Mar. 27, 1970– Suzuki has proved itself to be a definite threat in the Grand Prix Motocross Championship with a win by Sylvain Geboers in an international motocross meet at Hants, England March 27th. The meet was reported in the April 1st edition of the English newspaper Motor Cycle News.

Geboers' 370 RN 70 Suzuki has been undergoing testing both on the Continent and in Japan but this is the first major win for the Eastern machine.

The Belgian Geboers finished second behind Swedish World Champ Bengt Aberg in the first moto and won the second moto in front of BSA rider John Banks. Seconds after the third moto started the Suzuki stalled and Geboers punched a hole in his leg with the kick starter in his haste to charge after the pack. He came past the scorekeeper in 19th place on the first lap but worked up to fourth at the checker flag to out-point Husky rider Jef Teuwissen who took second overall.

Suzuki team-mates Joel Robert and Olle Petersson didn't fare as well and suffered mechanical problems that dropped them out of contention. Both Robert and Pettersson had problems with the bulky Suzuki exhaust pipe coming loose. Geboers led the first moto until his expansion chamber came adrift and he was passed by Aberg.

Both the 500 and 250 championships will be challenged by Suzuki this year and the machinery is appparently quite competitive. The 250cc bike is claimed to develop 30 hp and weighs 194 pounds.

The 1970 version is fitted with a five speed gearbox and in the words of colorful Joel Robert, "The 1970 championship is already 50 per cent in our hands."

The larger machine delivers 38 hp at 6500 rpm and has a 80 x 73 mm bore/stroke configuration. It is only slightly heavier at 202 pounds.

The European Grand Prix season starts this month in Spain and Geboers, Robert and Pettersson will be fielded with a team manager and three or four mechanics.

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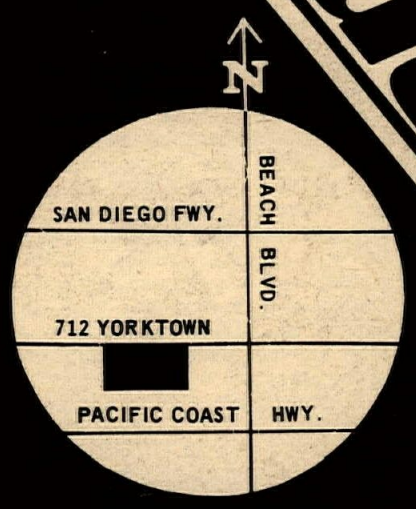

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TOUGH TRIALS BY S.D.T.R.

By Victor Conaway

MIRAMAR, CALIF. April 5, 1970 – S.D.T.R. put on another well organized event Sunday, but the severity of the Expert and Master sections drew heavy criticism. Cries of "too tough" were heard from the riders on and off through the day.

The first section was not completed by a single rider, as the too steep off camber exit downed all comers.

The second section stopped all but the best, and the exit got most of them.

Sections three through nine were rideable, but number 10 actually scared off many riders. A very steep down hill entry with the darnedest hair pin, off camber, dumped some masters in the weeds.

The exit up the other side of the canyon was equally trying, although one or two riders reportedly got through with 3's.

Bob Grove with 111 points finished just ahead of John Walters and Nick Nickelson, at 113 and 115.

Richard Bledsoe won again in the Expert class, with 137 over Fernando Belair and Gary Lane, both with 145.

Gary Harris and Tim Hickox dominated the Amateurs, with 26 and 37 points.

PRESSGROVE TO RACE AT GEORGIA

Ken Pressgrove – BSA's 22-year-old rookie expert from Topeka, Kansas will make his motorcycle racing comeback at the 20-lap half-mile dirt track national championship on April 19 at Palmetto, Ga.

Pressgrove has been sidelined since early February when he suffered a broken ankle in a mid-air collision during the 25-lap short track race at the Houston Astrodome.

As one of the top three amateurs in 1969, Pressgrove has been racing BSA motorcycles for three years, during which he has won over 40 races. He won 10 major national events last year, including the 50-lap dirt track mile at Indianaoplis and the 20-lap half-mile at Columbus, O.

IT'S BAST AT A.V. DEBUT

By Mike Capalite

LANCASTER, CALIF. April 12 – Speedway racing, with all its thrills and excitement, returned to California Sunday, under the desert run at the Antelope county fairgrounds. Pete Palmer, the man behind race producing Great Bear Enterprises, has come up with a winner this time. And although this is the first time that daylight speedway has been attempted, the reaction of the large number of fans in the stands seems to indicate that it is here to stay.

With even the Mayor of Lancaster in attendance, the riders put on a terrific display of racing, as could be expected with such top name riders as Sonny Nutter, 1969 Calif. Champ.; Steve Bast, 1970 U.S. and Calif. Champ; and, Rick Woods, 1969 U.S. Champ and 1969 high point rider. Sorely missed was the performance of Steve Bast's younger brother, Mike, who was injured in Saturday's motocross mishap.

The promoters spiced the program with a number of special races, including one, in which Sonny Nutter was pitted against Steve Bast in a challenge race that saw Sonny take the win by mere inches. The crowd was on its feet, cheering Steve's unsuccessful drive out of the last corner. In the other special match, race, Jim Gresham took advantage of Eddie Mulder's bobble in the first corner to take the win. Eddie hadn't any practice, and the track had started to break up in the corners by the time the match race was held. Dick Arandt also discovered the discrepancies in the track, as he created an exit gate in the fence on the opposite end of the track of the pits. Dick was taken to the hospital with leg injuries.

The third special race was a team challenge race, with Rick Woods and Larry Heinselman taking a 1-2 win over Stu Morley and DeWayne Keeter. With Stu and DeWayne winning the coin toss, Rick and Larry were in the 2-4 positions on the starting line. When the gate went up, Rick took the lead into the first corner, with Stu right behind him. As Larry moved up on the outside, Rick slowed down and allowing Heinselman to take over the lead.

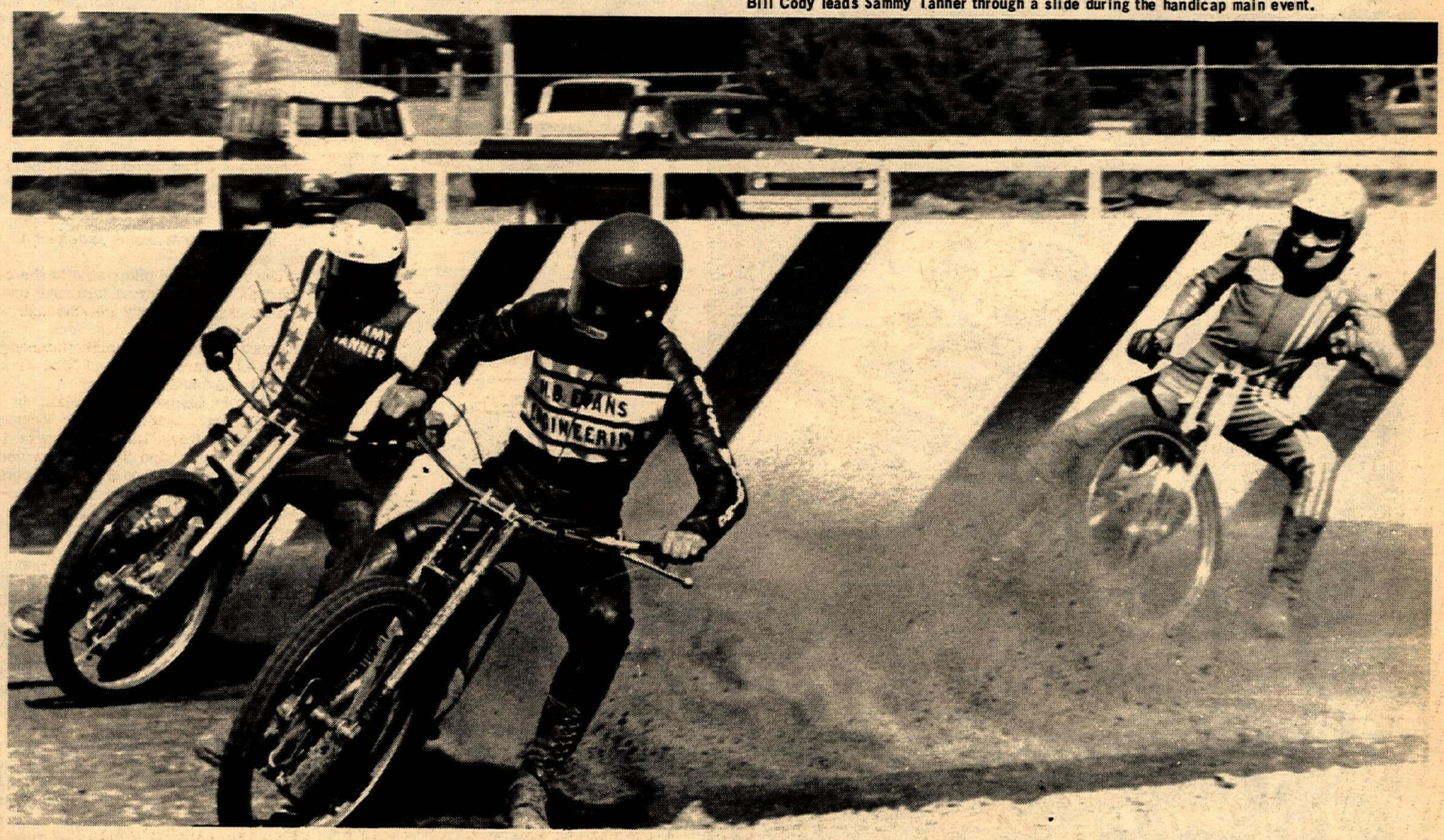
In the Handicap Main Event, 'Wild Bill' Cody worked his way up through the pack from a 40 yard handicap to take over the lead on his Jawa just a few feet from the finish in a real crowd-pleaser. Leading most of the race, but not able to hold back Bill's bid for the win, was Sammy Tanner, who had come into the program as an alternate for Mike Bast. Back in the third and fourth spot was the old duel between Rick Woods and Steve Bast. Rick had passed Steve for a win in the Scratch Semi, so Steve was out to beat him in this one. He moved into the third slot ahead of Rick, but wasn't able to hold it, as Rick made a fantastic drive out of the corner to take it away from him. And try as he would, Steve had to settle for fourth place as Bruce Haserot and Greg Haserot finished fifth and sixth.

Something new on the program this year is a 2nd division main event. Second division riders are basically newcomers to the sport who must prove themselves before being moved into the 1st division or into the regular program. With three second division heats of six men each, this main event consisted of the top six out of eighteen riders. Coming through for the win in fine style was Allen Lauer, with Bruce Flanders taking second after working his way through the group. Harlan Bast and Jim Ashworth finished third and fourth.

The Scratch Main Event had the crowd on the edge of their seats as it included Rick Woods, Steve Bast, Stu Morley and Sonny Nutter. The crowd knew that the big duel would be between Woods and Bast, but Morley and Nutter were serious threats, as Nutter had beaten Bast in the challenge race and Morley had finished a close second to Steve in their Handicap heat. Out of the starting gate and into the first corner, it was Steve Bast taking over the lead, with Rick Woods right behind him. By this time the track surface had broken up pretty badly and was badly rutted. As Steve started his drive out of the corner, he hit some of these ruts and had a little problem getting traction Woods took advantage of this to move into the lead. From there on out it was Woods in front and pulling away. No matter how hard Steve tried, Rick was lengthening the gap between them. As Woods came across the line to receive the last lap flag, it seemed like a sure win. He had a large lead over the rest of the field as he roared into the first corner of the last lap. The crowd suddenly leaped to its feet as Rick apparently got his wheels into one of the deeper ruts int the track and the machine high-sided and landed on him. Rick's only injury was to his pride and his pocketbook, as Bast used this chance to take the lead across the finish line, followed by Stu Morley and Sonny Nutter. It was a good afternoon of racing and according to promoter Pete Palmer, it will get better. The next such event is scheduled for May 17.

(Results on page 26)

Bill Cody leads Sammy Tanner through a slide during the handicap main event.



Steve Bast leads Sammy Tanner and Rick Woods around the Speedway at Antelope Valley Fairgrounds Sunday. Woods had a sure win in the scratch main, when he high-sided on the last lap. Bast won the event.

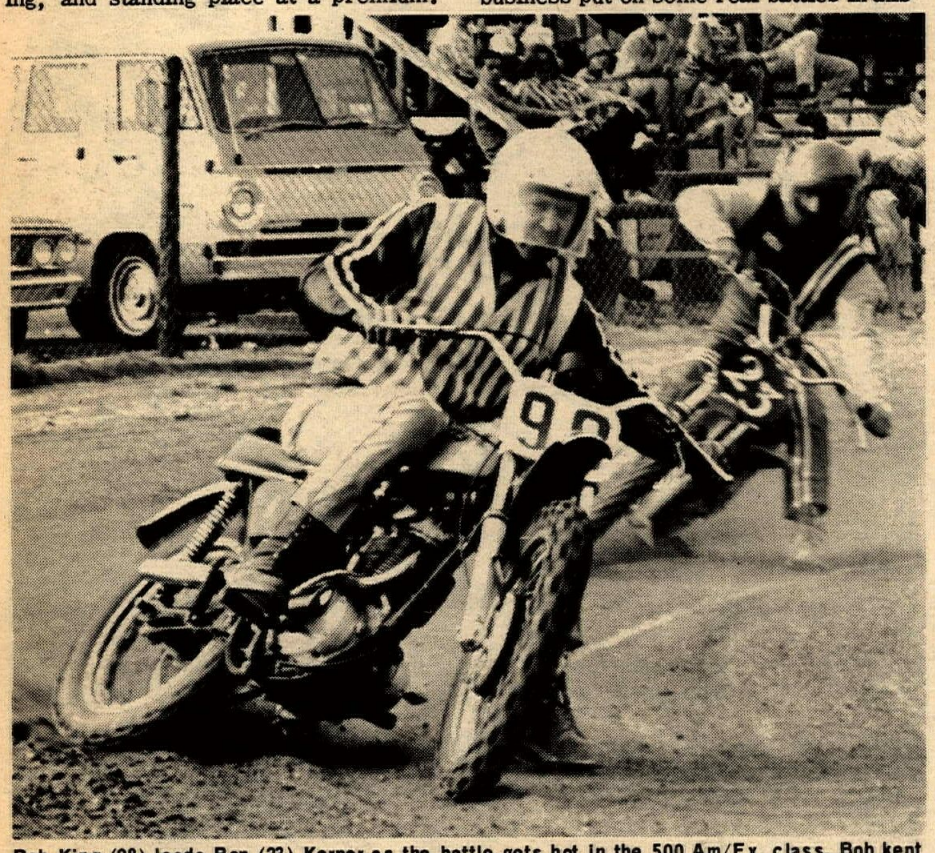
CYCLE NEWS NORTH

OVERFLOW CROWD AT HANFORD

By Jack Light

HANFORD, CALIF. April 12, 1970 – The normal stillness of this Central California farming and dairyland community was alive with action today, as the Kings County M.C., assisted by the Visalia Ramblers, put on one of the finest days of TT Scrambles to be witnessed anywhere.

The 5000 person stands were filled to capacity, with every available parking, and standing place at a premium.

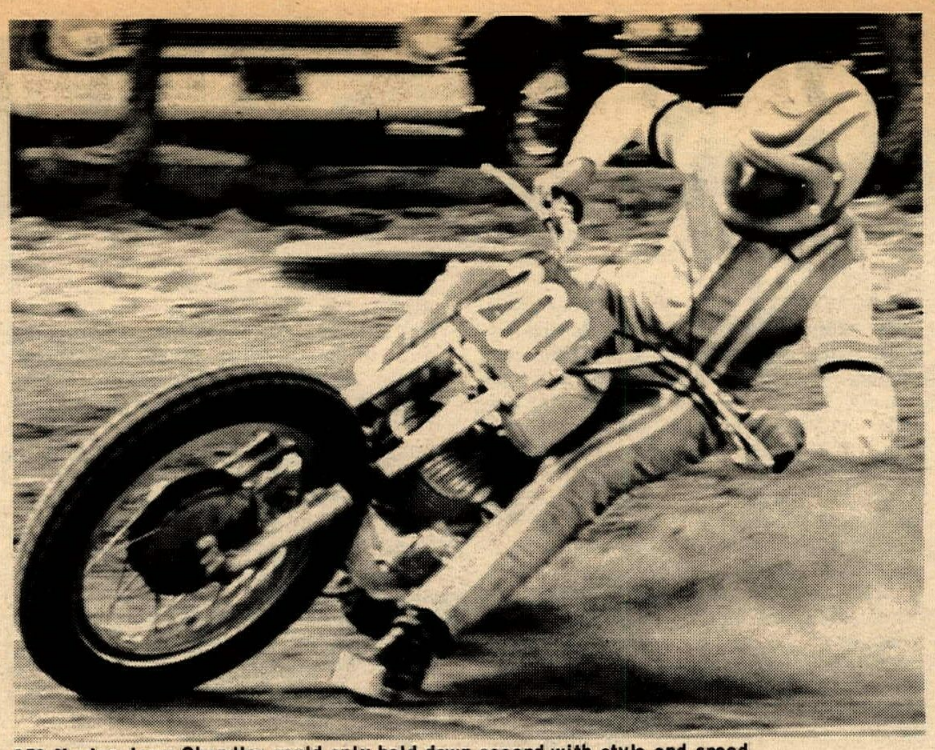


Bob King (98) leads Ron (23) Kerner as the battle gets hot in the 500 Am/Ex. class. Bob kept Ron on his rear wheel to the flag.

A total of 161 riders were signed up, with every class large, and filled with talents and machines of the highest caliber.

After the preliminary races were run, the ever upredictable smaller bikes started the final activities with much gusto. The starter was the 90 Novices, pitting together some real hot iron. Ryan Gifford (Hodaka) had his hands full all day with Danny Trimmer and his Suzuki, and the fast Moto-Beta of Jeff Dotzler. The 90 Amateurs continued right along in the same manner...fast and furious. Curt Lange (Kawasaki) aced out Kyle Lessley, also on a Kawasaki, with Neil McDonald, Moto-Beta finishing a close third.

Three of the best 125 Experts in the business put on some real battles in this go around. The first heat had Jack Jones (Suzuki) cross first. Ron Tobey however, tooled his Yamaha well in ahead of the entire combined field, to keep his six-in-a-row string of victories intact. Jack Jones finished second, with Steve Baker rounding out the first three places. These small bore bikes seemed to set the pace for the day, as the track surface was excellent, and all the riders seemed to ride at their best. Over-anxious riders often went into the corners a little fast, and ended up unloading.



250 Novice Jerry Chandler could only hold down second with style and speed.

The 200 Amateurs put on a show of "closeness", with the final talley going to Rick Reed on a Bultaco. He was followed by John Villanvebe and the Bridgestone of David Matthews.

The best single word description of the 250 Novice race would have to be WILD! The riding was fantastic, the crowd showed their pleasure with excited cheers for the riders. Dennis Lyons, Jerry Chandler, and John Satlzman made up the trio of front runners, and it was anyone's race until the checkered was dropped on Lyons.

The 250 Experts put on another chiller, with nifty riding and showmanship. District 35, Number 1, Steve Snider was able to hold off the hard charging George Holland and Richard Pereirra. Snider got the checkers, but Holland, starting back in the pack, worked himself within striking distance, barely beating Pereirra in the last ten feet for second place.

As the afternoon progressed the races became better and better, if this is possible. Lannie Mayes has found the correct combination of his new C-Z, and by using a tight rein on this (maybe even taking a whip to it once in a while) powerful bike, proved to be the master, in beating some real quick riders, Bob King (BSA) and Ron Keener (Husky). The 650 Novices had to contend with Bill Skinner and his Royal-Enfield. Bill rode a fine race, coming from the back to cross first; not an easy task, especially with the likes of Steve Martin and Jay Bellack, both riding Triumphs.

The 650 Amateurs were all Triumph mounted, with Cliff Gentry and Jim Lynch putting on a real duel.

The final main of the day started in a rather strange manner, with almost the entire group being moved back for jumping the gun, all of these guys seem to be over ready, and like true racers want to get off the line first. Jim McCraken (Triumph) edged out Carroll Jackson and his nearly new Triumph-BSA, and Dennis Huff BSA.

(Results on page 26)

Rudolph Wins Nevada Race

By Claudia Miller

HAWTHORNE, NEV. Apr. 5, 1970 – A perfect day for a race was the scene for the Wassuk Scramblers' Hare Scrambles, with the sun shining and a cool breeze blowing. With 50 riders on the curse, the dust was flying, but it didn't seem to hamper the riding ability of Dick Rudolph from Mammoth Lakes, Cal. on his 10 yr. old BSA.

He almost immediately took the lead and then widened the gap on the 6-1/2 mile course to take overall winner. Dick Hammesfahr, Reno, on a 400cc Maico kept second position through the entire 66 miles followed by Rick Laitori's 250cc Yamaha. Ron Menesini (Mai) and Don Jones (CZ) were in for the third and fourth 500cc trophies. Fred Roger's CZ had a few problems on the first few laps, but really make up for lost time to take fifth. Second 250cc was Bill Miller (Yam) and Leon Bryant came in for a third.

For some 100cc riders a steep rocky hill became quite a hassle, as Darrel Brown (Sachs) took little time pushing for his first place piece of brass. Roger Heath (Hod) from Carson City was second. The Pulvers (Kaw) from Reno started a good race but son, Keith, was the one to take home the trophy this time. Fourth place went to Fallon rider, Bob Woodsford (Hod).

The Wassuk Scramblers had a well run, well marked, variable course of sand, rocks and hills, plus a ridge that could be seen by the spectators.

Their annual Rawhide Enduro is in the planning stages for early fall.

(Results on page 26)

HAYWARD PREPARES FOR SCRAMBLES SEASON

The Hayward Motorcycle Club is busy getting their scrambles track on Depot Rd. back in shape for their seasonal Saturday night races. The Club owns the track, and is constantly engaged in its maintenance.

The members are putting their time and effort into draining and grading the track, mowing the grass in the pits, infield, and under the bleachers, and making general repairs to the light poles, bleachers, heads, and fences.

The P.A. system will be in working order soon, while lighting is being checked and improved.

The food and drinks will be taken care of in a couple of weeks, and trophies are now being designed and manufactured.

The Hayward Motorcycle Club's first race of the 20 week season is Saturday night, May 2.

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SLIPPING & SLIDING AT HALL'S RANCH

500 Novice riders on parade as the Gilroy, California Scrambles has a good day.

By W. H. Spencer

GILROY, CA. April 5, 1970 – Joey Iacobitti, parlayed a favorable fast start on an extremely slippery track into an Open Expert, Main Event win at the Los Gatos M.C. Scrambles held here Sunday.

Bob Scally's start left something to be desired, as the starter didn't seem overly enthusiastic with his assignment and some riders weren't even sure there was a start. Scally tried passing in some difficult spots, but Bob Boaz couldn't get by Joey and it was a very close finish.

Al Ludwigson, made a rare sportsman appearance and took home the big brass in the 650 Amateur go. Paul Karpinski, was second and Mario Rinaldi, third.

Al Salidar, took his two stroke to the checkered in the 500 Amateur over a large field of four strokes.

Lee Seidel, was the only double winner of the day, taking the checkers in both the 250cc and 350cc Mains.

John Silva got the jump in the 250cc Expert Main and held off a fast crew to take the checkered. John Gennai, put on the hard charge and got by Les Castanza, in the first turn to take second.

Over seventy riders signed up for the 250cc Novice events, which put eight trophies up for grabs. John Brumund, on an Ossa, survived it all to beat Don Avery, to the flag.

Uvas Meadows, now known as Cycle Hills is greatly improved with better parking and access. More improvements are in the offing and with many of the local clubs looking for race tracks, this place could become quite famous.

The Los Gatos Club did an admirable job with another large rider turnout and packed spectator area.

Competition Stiff at Happy Valley

By Edna Conway

REDDING, CALIF. April 5, 1970 – With almost 150 riders, including five black plate holders, entered in today's scrambles at Happy Valley, the competition was extremely stiff.

Jim Foley, for the second time, took first in the 250cc Expert class. It took a total of four restarts before the race was finally run, and with so many restarts the riders were really up tight, as it proved to be a battle right down to the finish line.

Allen Kenyon, black plate number 3 fought his way to the top honor in the Open class.

With the track being very smooth, all the races were extremely fast.

(Results on page 26)

Rick Schell's ace, Jim (1) Foley took his Schell Bultaco to another first. A repeat of last year which netted him #1 National 250cc Scrambles Champ.

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RUSTY BRADLEY'S RECORD-BREAKING DAYTONA WIN WORTH $5,000 FROM KAWASAKI

The first payoff in Kawasaki Motor Corporation's unprecedented $500,000 Contingency Prize Purse has gone to Rusty Bradley of Dallas, Texas.

Rusty was awarded $5,000 for capturing first place and setting a new speed record of 100.723 mph in the 100 mile amateur race at the 1970 Daytona Motorcycle Classic. The 19-year-old University of Texas student was aboard Kawasaki's newest racing machine – the H1 when he eclipsed the old Daytona speed mark of 96.1 mph set in 1969. His speed for the 100 miles averaged 100.723 mph, including refueling stop.

Kawasaki's $500,000 Contingency Prize is the largest purse ever offered in the history of motorcycling. It will be divided this year among Kawasaki-riding winners at all major motorcycling events.

The record-breaking H1 was an extension of Kawasaki's street model Mach III 500cc motorcycle – the fastest production model ever made. The H1 racer features a high-performance 498cc air cooled, two-stroke, three cylinder piston valve engine. Displacement is 30.4 cubic inches. Other equipment includes complete fairings, competition frame and suspension.

Kawasaki Motors Corporation is headquartered in Santa Ana, California. The firm is North American distributor of the famed Japanese motorcycles.

CONVERSION TABLES AVAILABLE

VENICE, CALIF. – Webco Inc. has announced the distribution of two large shop or office charts, containing quick conversion tables for metric to inches, inches to metric, cubic centimeters to cubic inches and cubic inches to cubic centimeters. Additionally, it offers a comprehensive reference to cylinder bore to stroke, with metric displacement listed.

These two charts are shipped together in a stout mailing tube and are now available at any of the Webco dealers throughout the United States and Canada.

Part number for the two charts is 2107 and is listed at $2.95.

Designed for mechanics, tuners and motorcycle enthusiasts, the charts measure 22 inches by 29 inches.

Northern Directory

RATES: $75 per year (50 issues) for each single business listing, payable in advance.

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Bell's "Fog Free" is packaged in a handy plastic dispenser that slips into a jacket pocket or some other small area for convenience. "Fog Free" is available at your local Bell Helmet Dealer for less than $1.00.

WINDS HAMPER MOTOCROSS MEET IN NORTHERN CAL.

MARYSVILLE, CALIF. March 29, 1970– The Yuba River finally receded within its banks, and the Feather River M.C. was able to run off their scheduled motocross.

The course was in good shape, but the wind, blew so hard that some of the afternoon motos were shortened from six laps to three. In the 100cc Novice class, only two motos were run.

The course wove through the freeway bridge pillars. The strong winds blew the sand, and at times the racers visibility was practically zero.

At one co'clock the club members put on an Easter egg hunt for the youngsters. Prizes were presented to those finding special eggs and the most eggs.

Carl Cranke took first place in the 125 and Open classes, thrilling the crowd with his outstanding riding skill.

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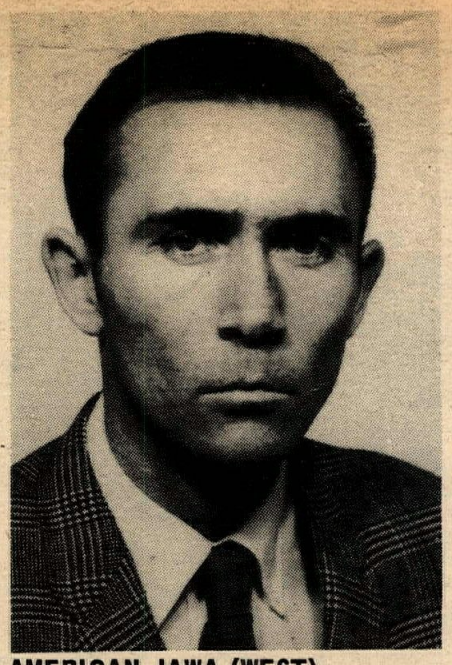

AMERICAN JAWA (WEST) ANNOUNCES NEW APPOINTMENT

American Jawa (West) recently announced the appointment of Mr. Ted Moore as sales manager for the Western United States area.

Mr. Moore has a broad background in sales and marketing management in varied fields. His responsibilities will include marketing of Jawa and CZ motorcycles as well as PAL spark plugs, Barum tires, and Favorit Chains. He will also be responsible for the company's dealer development program.

Ted is an active motorcycle enthusiast, participating in AMA district #37 desert and motocross events."

NEW FILTER COMPOUND

LOS ANGELES, CALIF. March 25, 1970 – The Filtron Company today announced the development of a new filter compound, FFC-300, designed especially for the off-road motorcycle enthusiast.

The company said that the new compound takes the guesswork out of selecting a lubricant for the Filtron air filter, adding that the product had been formulated to work longer and more efficiently under all conditions.

According to a company spokesman, Filtron FFC-300 has exceptional adhesive properties, enabling it to catch and hold air borne dirt.

The new lubricant is available through local motorcycle dealers.

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HODAKA'S SUPER RAT

A piece of early Hodaka literature tells us that "A well prepared machine places the burden of proof on the rider."

If you're riding a Super Rat it's tough to find excuses.

Pacific Basin Trading Company (PABATCO) has been building tough, lightweight motorcycles since 1963. In those seven years the original Hodaka has been developed part by part in a slow but constant program of product improvement that has fostered what will be one of the most popular names in lightweight dirt racing; the Super Rat.

Now all the handi-work has been done.

Essentially what PABATCO has done is study and select the changes that people were making on their Ace 100's to turn it into a motocross bike, distill that information into engineering prerequisites and redesign the bike from the ground up.

The result is a race-ready 100cc motocrosser that needs only to have gas and oil added and numbers painted on.

PABATCO quizzed people like Jack Morgan and Inglewood's Intensified Hodaka builder Ed Crowell on their ideas about Hodakability. They did lots of hard trail riding in the Oregon desert followed by hours in the conference room before drafting up a list of qualifications that were sent to the engineering department and subsequently to Japan where the ideas were formed into metal realities.

With the Super Rat all the racing items are built on at the factory where mass production techniques keep the cost at a minimum. Although the $495 list price sounds about as little as you could pay for a race bike, the construction and quality doesn't reflect that low figure. Not much seems to have been left out and there is no sign of skimping on material or craftsmanship. It's not a Micro-Metisse, but it doesn't cost $800 either.

One of the first things noticeable is the 19 inch front wheel. Proportionately that is about the same as 21 incher on a larger motocross bike. The rear wheel is shod with a 3.25x18 and both tires are genuine knobbies with rim locks.

Suspension is very important to a motocross bike and the Rat scores well here. The front forks are entirely new and boast over 5-1/2 inches of travel. The springing is progressive and double oil dampening keeps the tire in contact with the ground when you need it.

When we first rode the bike we noticed the forks topping, that is, banging the end of the travel when the tire left the ground. In checking around we found that the prescribed treatment for this condition was a special fork oil mixture. The PABATCO test crew has concocted a formula of 70% 30 weight oil and 30% 70 weight that is said to be ideal for the valving in the dampeners. It sounds strange to us too but the explanation is something like mixing large marbles with small marbles. The oil molecules don't change size and go through the valving at different rates. By the way, the valving is similar to that used by Ed Crowell in his earlier "Rough Stuff" Hodaka forks.

Rear suspension is by double dampened progressively sprung, adjustable coil/shock units. The first few days we rode the Rat we reckoned that they were too stiff because the rear wheel wouldn't stay on the ground over the rippley spots. Later, when we raced the bike on a pretty choppy motocross they didn't seem too bad at all. Perhaps the secret is to hit the bumps hard enough that the shocks have to give. However, several people we talked to agreed that a lighter rider would probably benefit from fitting softer springs. Konis or Girlings bolt up and offer the additional advantage of being an inch or so shorter which gives a few more degrees rake on the front forks.

Handling is a far cry from the skittery, tricky feeling 100's of a few years ago. The Super Rat is predictable and controllable. It feels about as big and strong as a 170 pound bike could feel. While racing you feel that if it ever got badly out of shape a stomp on the ground or a yank on the bars would bring it right back on the groove. It makes racing safe and carefree.

Powerwise the Rat seems to be just about right. While probably down on the kind of horses that can be extracted from that engine for smooth TTs or road racing, the power comes on early in the rev scale and is useable all the way up. When the revs are up just a little the throttle can be rolled on and off to control slides just like a larger displacement machine. There is no pipey surge that comes on just at the right time to pitch you off on your noggin. PABATCO has never released horse power ratings for this engine, choosing to do their racing on the track rather than on the dyno reports.

The engine is topped off with a new barrel and high (13 to 1) compression head. A 24 mm Mikuni carb is connected to the huge two stage foam air cleaner. The unobtrusive expansion chamber is upswept and heat shielded.

The five speed gear box is the standard wide ratio unit as fitted to earlier models but the clutch is a new beefier version.

If the Super Rat has an Achilles heel it has to be the shifting mechanism. It's butter smooth when it's clean and oiled but the countershaft sprocket is under the same aluminum cover and the chain acts like a conveyor belt to carry mud and grit to mire the works.

We had occasion to ride in some real goo and the gear box jammed. The subsequent frustrated lever stomping finally led to the only mechanical failure we experienced in several weeks of riding and racing.

The hot tip here is to pack the shifter parts with heavy grease periodically and wash it after riding in heavy mud. Unlike earlier models the Super Rat has a couple of zerk fittings to facilitate this procedure.

In our travel with the Rat a lot of people have expressed concern about a problem with engine seizure caused by running too lean in the mid-range.

PABATCO explained that some of the first units were released with a carb needle that was unsuitable but that corrective information was mailed to dealers and that all the new bikes were set up correctly.

Ed Crowell told us that the only people that had trouble with the engines probably didn't know what they were doing anyway. Like any racing two stroke the Super Rat has to be tuned for the conditions at hand. Ed says that with a little experience you can start it in the shop, jet it richer or leaner by ear and be right on.

One each, drowned Rat, looks a bit worse for wear, here. Never the less, the latest production from Athena, Ore. was designed with just this sort of thing in mind, and performed admirably even under the most adverse condition. With few exceptions, Cycle News found the Super Rat a formidable foe for opponents in the 100cc class of competition.

The Super Rat is one of those just-right balances of carefully engineered go-fast components tempered with lots of race proven reliability. And it's all put together with a close watch on production costs so that the bike can be bought by almost any race ready kid who has a lucrative paper route.

Not that the Super Rat is kid stuff. It is solid, confidence inspiring and powerful enough to carry adult sized riders right along with the 80 pound wonders.

For years now the Hodaka Ace 100 has been a mainstay of 100cc motocross and scrambles competition. Jack Morgan's Hodakas are always a good bet in the trail bike class of any desert race. Morgan is last year's AMA Dist. 37 trail bike champ and he is way out in front of this year's points race.

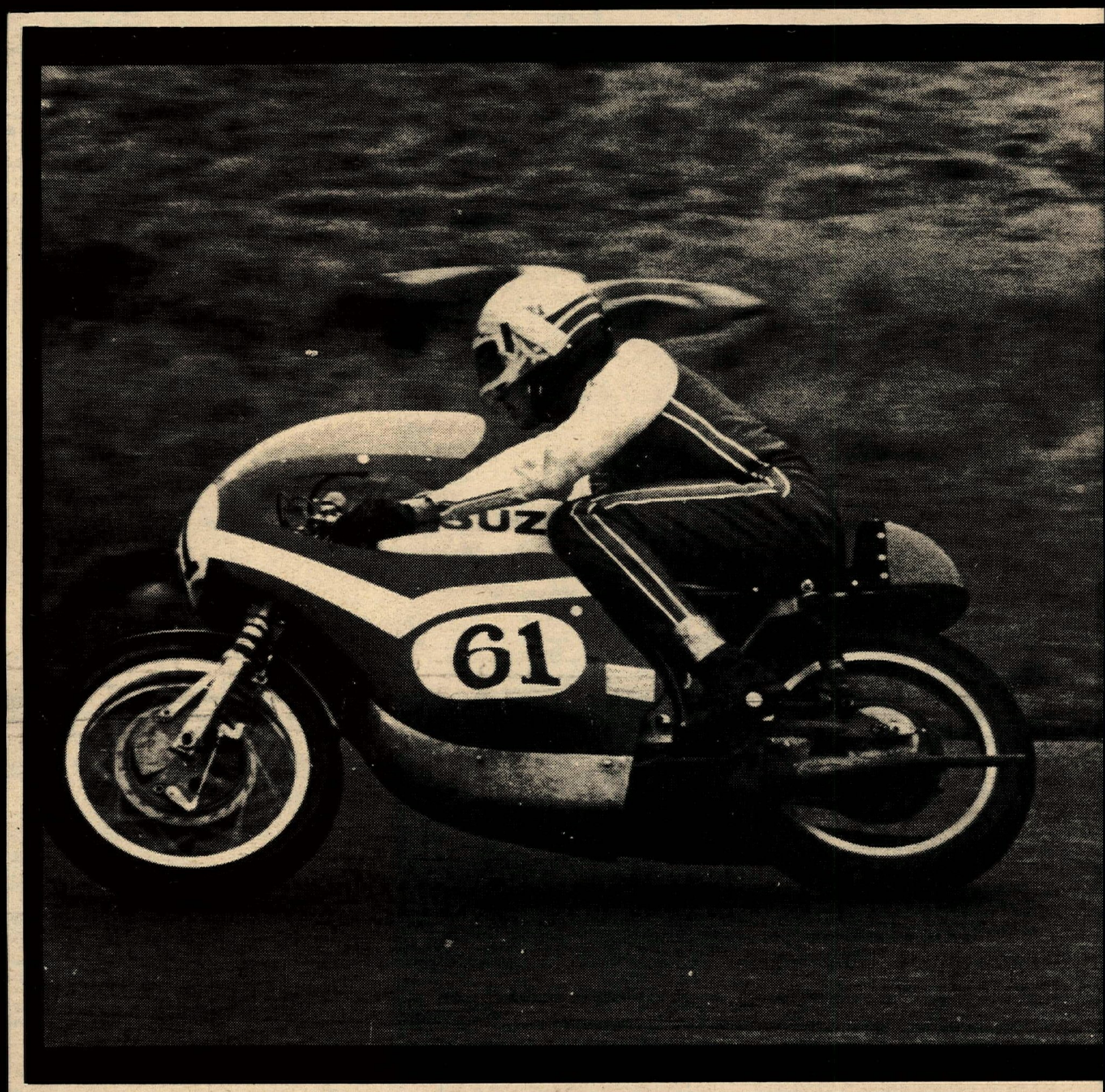
The Ace was not designed as a racer and there was a lot that had to be done to it before it was ready for a starting line.

The prolific American speed parts industry remedied that and soon there was a storehouse of bolt-on goodies that racers could choose from to transform their mild mannered trail bike into fire breathing track demon.

There were special high compression heads, special carb and manifold set ups, a host of different expansion chamber configurations and every back alley machinist had a secret trick for squeezing one more port into the barrel. Several suspension changes were offered including a few completely new sets of replacement forks.

With a fair-sized outlay of cash and a lot of whittling the Hodaka could be made into a winner.

THEY ARE STILL FO

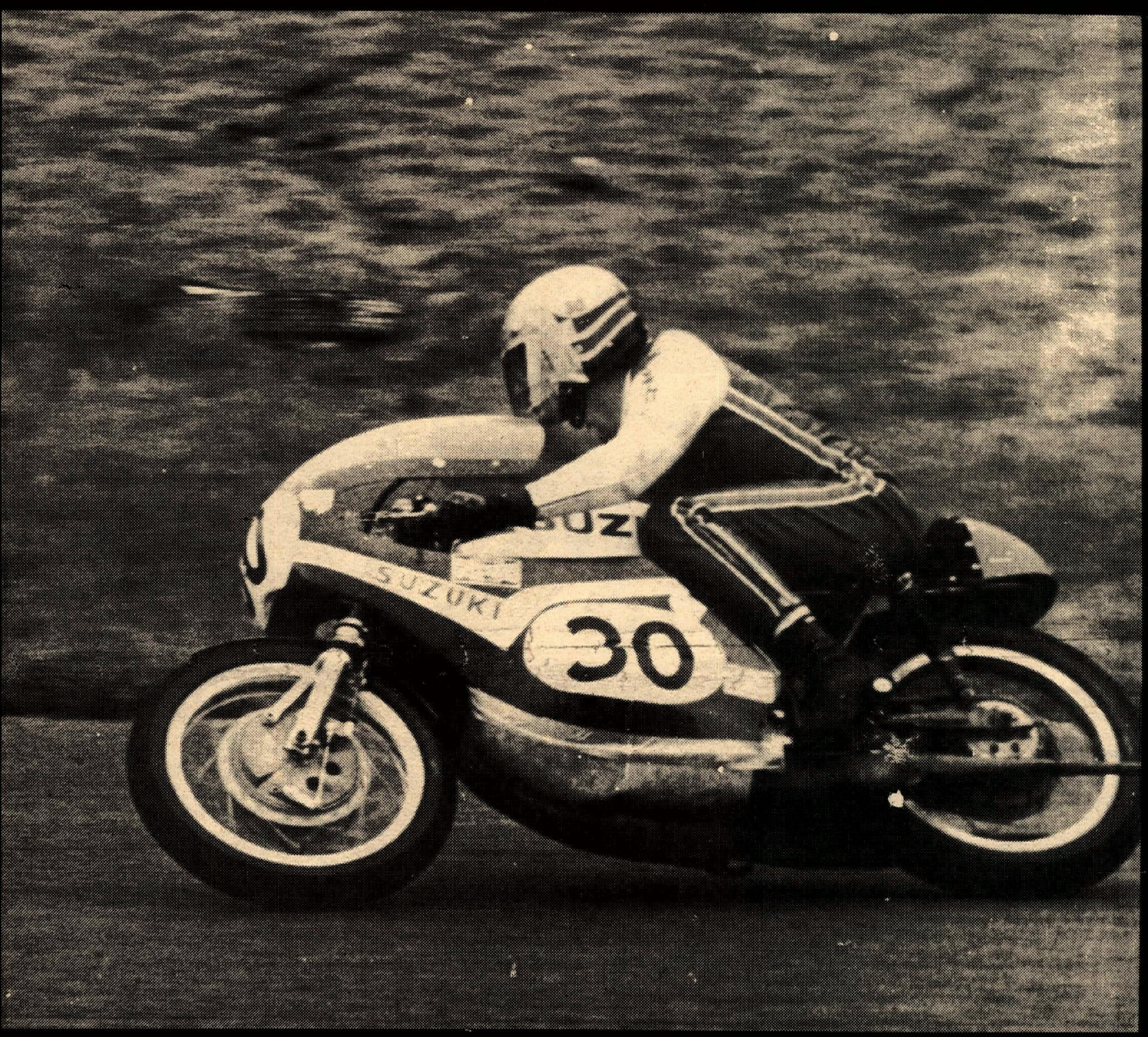


SUZUKI

U.S. Suzuki Motor Corp.
13767 Freeway Drive
Santa Fe Springs, Calif.

Sears Point set the Suzuki precedent in 1969..
race National. And the opposition are still follo
Ron Grant took the Suzuki 500cc Twin to a r
Seattle International Raceway.. a minute ahead
And Art Baumann (our Sears Point winner) ro
the rain-slick track, still remounting to take fift
After Sears Point we said that all the other two

LLOWING SUZUKI !



t was the first time that a two-stroke had ever won an AMA road
ving Suzuki's lead!
naway win in last Sunday's 125-Mile National road race at the
f his nearest challenger.
e right with Ron for most of the race before crashing twice on
place overall!
strokes could do was follow our lead. That's still true!

Gettin' with it at popular Poso Park in Bakersfield.

Runyard Wins Duece At Bakersfield Motocross

By John Crawford

BAKERSFIELD, CALIF. April 12, 1970—Mike Runyard wheeled his Montesa into the winner's circle five times at the Kern County Trailblazers Poso Park Motocross, Sunday, for overall wins in both the 250cc and Open Senior classes.

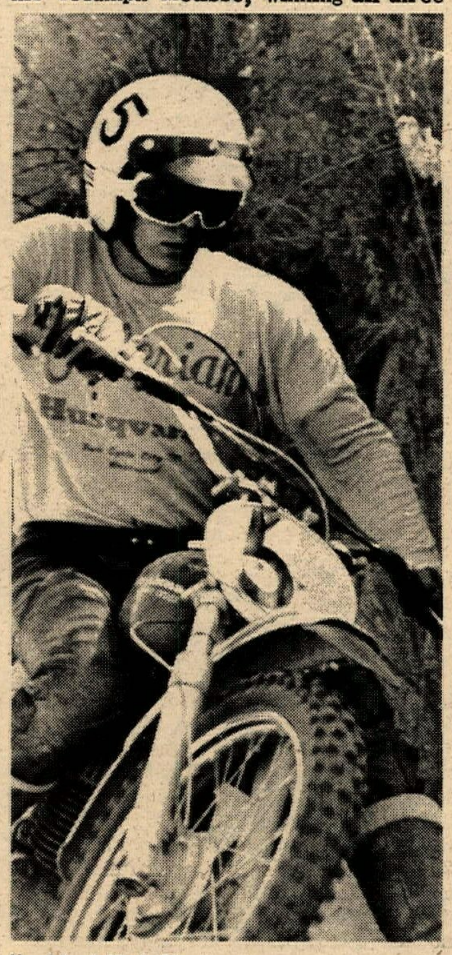
In the Open class, the issue was in some doubt for most of the day. Mark Blackwell (Hus) won the first moto quite handily and led the second moto until about halfway through the last lap, when his Husky quit, giving Runyard the win. Blackwell pushed his bike through the flag for last place.

Now the computing began. IF Blackwell could get his machine running again, and IF Blackwell could win the third moto, and IF Runyard placed no better than third, Blackwell could just ease out the win. After fevered repair work, Blackwell was off the line with a tremenous hole shot on everybody. He was charging around the course like a man possessed, when the inevitable happened and he endo'd in the sand and lost two laps before getting back under way.

Consistent Walt Axthelm motored his BSA-Metisse into second place and Steve Benedict (Hus) was third.

Runyard had things all his own way in the 250cc Senior event, winning all three moto's. Mike Spier (Mai) was close behind, hoping for a mistake and picking up a solid second. John Grossini (CZ) in third.

The open Junior race brought joy to the hearts of all the old desert rats, as Wayne Garrett performed flawlessly on his Triumph Metisse, winning all three moto's by wide margins. Bob Rogers (CZ) was second and Jim Coloert (Hus) was third.



Hard luck Mark Blackwell.

The 250cc Junior, Division II was almost a CZ benefit, with Alan Wurtzell first, Joe Cushaway second and Doug Wheeler fourth. Only Bill Dekking's Husky interrupting for third.

The 250cc Junior, Division I was a real mixed bag with the first four places being four different brands from four different countries. Rick Morris (Mon) was first, David Williams (Hus) second, Allen Garret (Yam) third and Stan Fisher (CZ) fourth.

In all, it was a beautiful day and a great race, with two hundred and twenty-three riders competing.

(Results on page 26)

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2nd Jerry Greene – NORTON 750

OPEN JR. PRODUCTION
1st Jerry Greene – NORTON 750

OPEN JR. GP
1st Richard Feist – NORTON 750
2nd Bruce Martin – NORTON

ORANGE COUNTY RACEWAY ROAD RACE MARCH 15, 1970

OPEN EXPERT GP
1st Jack Simmons – NORTON 750

OPEN EXPERT PRODUCTION
1st George Kerker – NORTON 750
2nd Jack Simmons – NORTON 750

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SPINNERS M.C. T.T.

By Jack Light

PORTERVILLE, CALIF. April 5, 1970 – The Porterville Spinners M.C. put together a complete day of the finest racing Sunday, complete with the thrills and spills associated with TT Scrambles.

The local townspeople turned out in great numbers to witness this spectacle, and the only noticable problem was a few short delays, caused by the track crew repairing the racing surface.

Glamour for the day was provided in the Powder Puff class. It so happened, that all the girls were blond, and from all appearances, they do have more fun. Nancy O'Hara really pushed her Yamaha for victory, with Carol Randall right on her knobs all day.

The screaming small bikes put on some of the finest races of the day, with Hodaka mounted Ryan Gifford receiving the gold in the 100 Novice, besting Don Trinner (Suzuki) and ever hard charging Rod Lessley on another Hodaka.

Jack Jones continued his winning ways on his quick Suzuki, finishing well ahead of the Yamaha of Curt Lange, Kyle Lessley's Hodaka and the rest of the 100cc Am/Ex. field.

The 125 Novice was a Yamaha Parade, with Bud Wall, Homer Taylor and Vincent Foster finishing one, two, three. This class put on a real crowd pleasing race, and these young fellows have to be considered as the "Comers" in the sport.

Expert Ron Tobey, National High Point Winner, made it look easy in winning the 125 Expert race on his beautifully prepared Yamaha. Mike Keener, and Rod Pires, also Yamaha mounted, were second and third. Kirby Shorpshire had his Kawasaki in good solid second spot for quite a time, when, he pulled into the pits for reasons unknown. Amateur Shorpshire more than holds his own with these Experts.

Rick Reed (Bultaco) and Steve Craft (Ossa) had a good thing going in the Combined 200cc Novice and Amateur event.

The tightest racing of the day occurred in the 250cc Amateur and 250cc Expert divisions. The 250 Novice race pitted Dennis Lyons (Bultaco) and Harvey Edwards (Ossa). These two were wheel to wheel throughout the heat and the main, with Dennis finally getting the checkered.

The 250cc Amateur was a real close contest, with the "Terrible-Three" Jim Kiener (Yamaha), Tom Tomlinson (Montesa) and motocrosser Carl Nelson (Ossa) putting on a three way battle that will not be forgotten soon. These guys really had the dirt flying from start to finish.

George Holland claimed 250cc Expert victory over Steve Snider by half a bike's length in a real thriller, and ever quick Mike Middleton kept both of the front runners plenty busy. All of these riders seem to get the impossible out of their Bultaco machines.

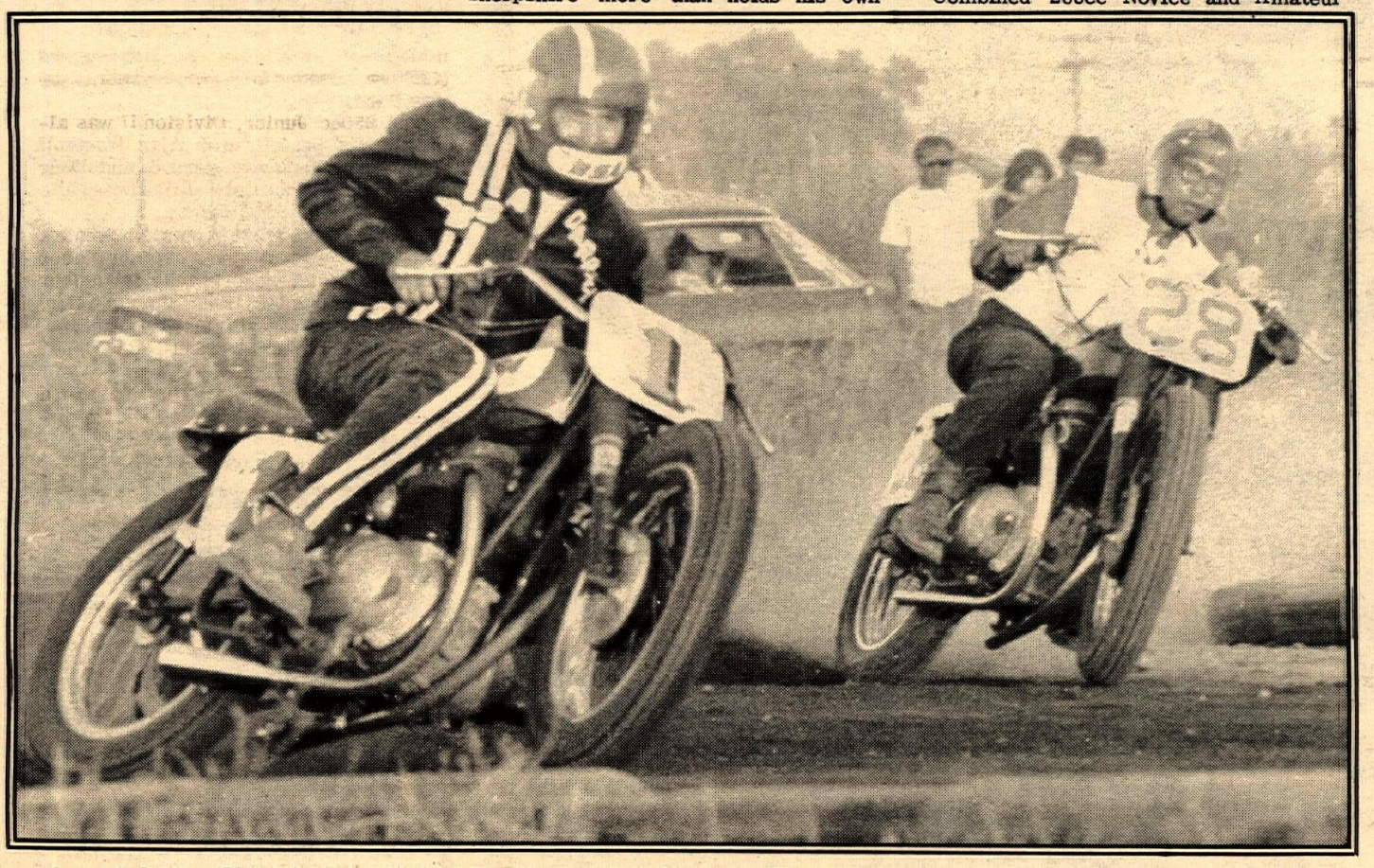
In the 500 Expert class, Bob King powered his BSA to victory over the C-Z of Lonnie Mayes and the Bultaco of Cris Rice.

The Open Amateur was all Triumph, with Jim Lynch riding one of his finest and fastest, speeding across the finish line ahead of Alan Haydon and Don Olson.

The Open Expert race had some hard luck for one of the riders. Rick Elasarraras and Darrell McCaulley, both on BSA's really put on a bar to bar, peg to peg duel, when Darrell hit a slick spot in the track and lost it. All four front runners were extremely close throughout the contest, and when the final flag was dropped, Rick had expertly tooled his BSA in ahead of Carroll Jackson on his new Triumph. Louie Woods grabbed a third on his Triumph.

(Results on page 26)

Jim Lynch (Tri) winner of Open Amateur competition, leads the pack around one of the turns.



Darrel McCaulley (BSA) left, duels with Open Expert winner, Rick Elisarraras (BSA). Unfortunately, McCaulley hit a slick spot and lost it.

Safety Chief Addresses M. I. C.

An address by Mr. Doug Toms, Director of the National Highway Safety Bureau, highlighted the first annual meeting of the members of the newly formed Motorcycle Industry Council. Mr. Toms, in his position as Director of the governmental organization most concerned with motorcycle legislation, stressed the need for close cooperation between the National Highway Safety Bureau, related governmental bodies and the Motorcycle Industry Council. He commended the motorcycle industry for taking positive steps of unification so work with agencies, such as the NHSB, can be accomplished much more efficiently.

Mr. Toms and other members of various other governmental parties joined the industry group in an open panel type discussion on various subjects related to the advancement of motorcycle safety.

The Motorcycle Industry Council consists of membership from motorcycle manufacturers, distributors and allied trade people that represent over 90% of the sales generated in this growing industry. Retail motorcycle dealers can also be associate members of the organization and it is anticipated that the majority of retail dealers across the country will become members. The Motorcycle Industry Council grew out of a merger of two former industry organizations, the Motorcycle, Scooter and Allied Trades Association and the Motorcycle Safety Council.

The council members heard reports from each Board of Director member who serves as chairman of one of the nine different committees comprising the basic organizational structure of the council.

Another major highlight, in the meeting activities, was the development of preliminary plans for state motorcycle associations in each of the 50 states. Special guests included dealer principals who are acting as presidents of an already existing state association in 10 states. These special dealer guests were instrumental in working on a special committee to get a state association program underway. The general plan is that each state association will work directly with governmental agencies within their own state. At the same time, a close coordination would exist between each state organization and the national body – The Motorcycle Industry Council.

TRAIL BIKE PARTS INTRODUCED IN L.A.

A new, all-metal brake control lever and passenger's folding foot-rests have just been introduced by Barnett Tool and Engineering of Los Angeles.

Designed to replace the stock plastic levers normally used on Honda Mini-Trail and Trail 70 models, the chrome-plated levers fit the standard bracket.

The folding foot-rests are designed for the Honda Mini-Trail, Trail 70, and C-100-C-110 Club models. Furnished in pairs, the foot-rests incorporate a 10 mm. x 1.25 mm. thread.

For more information, consult your local Barnett dealer. Barnett Tool and Engineering, who specialize in control cables and clutch plates for motorcycles and trail bikes, sell only through authorized dealers.

(Continued from page 3)

SUNDAY, MAY 3rd

MOTOCROSS by CMC at Perris Raceway. Membership required. $10.00 post entry, $5 post entry to CMC Box 1402, Costa Mesa, Cal.

ROUGH SCRAMBLES 3rd Annual Mother's Day Race by Powder Puff Assn., at Perris Raceway. AMA sanct., Dist. 37 points. 10 laps, more or less. Info: (213) 375-0737.

EASTER SEAL BENEFIT MOTOCROSS by Pathfinders M.C. and Easter Seal Society Auxiliary of Fresno, at Dunlap Cycle Park. AMA sanct., Dist. 35 points. $3 mail entry to 443 Broadway, Fresno. Deadline April 27. Post entry $5. Practice 7:30 am, race 9 am. All proceed to the Easter Seal Society. Overnight camping. Info: day (209) 237-0215, after 6 pm (209) 255-2704.

ENDURO by Rams M.C. 95 miles. Start at Hart's Rd., 34 miles N. of Mojave on Hwy 14. First bike out at 8:01 am P.D.T. Trail bikes all the way. Entry $5, $1 extra per team rider. Entry limited to 700. Drawing Tues., April 28, 7:30 pm at Van Nuys Rec. Center, 14301 Van Owen Blvd. Mail entry deadline April 26. Entries to Rams M.C., 13650 Rayen St., Arleta, Calif. 91331.

BENEFIT RUN by Hi-Way Kings M.C. Proceeds to Rancho San Antonio Boys Town. Also, 10th annual Motorcycle Blessing. Starts at 8 a.m. at Santa Monica H-D, 12418 Santa Monica Blvd. AMA sanc., donation $1.75.

THURSDAY, MAY 7th

TT RACES at Ascot Park. Pro racers include Van Leeuwen, Romero, Castro, Rockwood and others. Racing starts at 8 pm, with admission $2.95 for adults, $1.95 Juniors, $1 for kids 8-12 and kids under 8 free.

SATURDAY, MAY 9th

MOTOCROSS by River Ridge Associated at Zillah, Wash. Follow signs from center of town to Lower Park. Race starts at 1:30 pm, entry fee $3. Classes are 14 and under, powder puff, 125, 175, 250, and over 250. Overnight camping.

SUNDAY, MAY 10th

AMA PRO at Dixon Fairgrounds, 15 miles west of Sacramento. Short track, third mile dirt. Purse $600. Trials 7 pm, Races 8 pm.

MOTOCROSS by the CMC at Carlsbad, Cal. Membership required. $10.00 post entry. $5 mail entry to: CMC Box 1402, Costa Mesa, Cal.

SUNDAY, MAY 17th

AMA PROFESSIONAL RACES at San Jose County Fairgrounds. Half mile dirt. $1200 purse. Trials 11 am, race 2:15 pm.

SCOTTISH ONE DAY TRIALS. 20 observed sections. Timed loops. Finisher pins on the spot, and $300 in donated prizes. Limed from Ramona or Wildcat Canyon Rd. in Lakewide. For map write Victor Conway, 6777 Ballinger Ave., San Diego, Calif. 92119.

TRIALS by San Jose P.I.T.'s at Hall's Ranch, (Uvas Dam). Limed from Bailey Rd. and Hwy 101. Post entry only. Classes: Nov. (prod. trials, 125 and under, 126 and over) Jr., Ladies, Am. and Ex. Info: (408) 264-3684.

MOTOCROSS by Hi-Desert Racing Assn. at Deadman's Point. Six series race begins April 19, with series winner getting $200. Info: Evenings (714) 247-7473.

T.T. SCRAMBLES by the Rock Springs M/C Assn. at Rock Springs, Wyoming. All classes, A and B trophies for all classes. Sign-up 12:00. 3 miles north of Rock Springs at old Airport.

ENDURO by Sonora Pass M.C. Follow lime from Tuolumne junction, two miles east of Sonora. Race starts at Basin Creek Campground. Mail $4.00 entry to P.O. Box 259, Sonora, Calif. Five dollar post entry. Info: (209) 532-7722.

CHERRY CREEK HARE'N HOUND by the Salt Lake M.C. Limed from Eureka and Lynndyl, Utah. AMA and SRA sanctioned. Trophies and travel allowance to winners. Mail entry $5.00, post entry $10.00. Race starts at 10 a.m. Info and entries: Box 1711, Salt Lake City, Utah 84101. No mail entries after May 7.

ROAD RACE by the L.A. Chapter of A.F.M. at Orange County International Raceway.

50 LAP TT EVENT SET APRIL 26 IN SACRAMENTO

SACRAMENTO, CALIF. – The nations leading motorcycle racers will return to the Old State Fairgrounds in Sacramento Sunday afternoon, April 26, to compete in the AMA 50-lap, Pacific Coast Championship T.T. races on a specially built mile and one-half steeplechase course.

Racing director J.C. Agajanian announced that he has posted a record $4,000 in prize money for the longest dirt track motorcycle race in the United States this year.

The event was originally slated for mid-February, but rains forced Agajanian to switch the days racing to the popular one-mile oval track, as the T.T. course was turned into a sea of mud. The recent rainless weather in Northern California has allowed the track to dry out, and final construction is now underway.

The fastest thirty-three expert riders of the day will start the 50-lap main event. Other racing will feature both amateur and novice class riders in competition on the action packed course. Two steeplechase jumps will add thrills to the day's racing card.

Agajanian expects the nation's top two riders, Mert Lawwill of San Francisco, 1969 AMA Grand National riding champion, and Dick "Bugs" Mann of Richmond, recent winner of the Daytona 200-mile AMA Road Race, to compete.

Other top riders expected to sign before race time include Skip Van Leeuwen, of Hollywood, winner of the recent Ascot 100-lap Motorcycle T.T. Grand Prix for the fourth time; Mark Williams of Cottage Grove, Ore., the nation's leading T.T. rider last season; Dusty Coppage of Burbank, Sonny Burres of Portland, Eddie Mulder of Burbank; Tom Rockwood of Gardena; Todd Sloan of Fresno; Ralph Waldman of Fairfield; Dave Hansen of Hayward; Squire Tomasie of Tacoma, Wash. and some eighty other top riders.

Racing will start at 2:30 p.m., with time trials at 10 a.m.

LOYAL MOTORCYCLE FAN BITES OFF-DUTY POLICEMAN

SAN DIEGO, CALIF. – The following was carried in the April 6, 1970 edition of the San Diego Union newspaper:

Police Patrolman Robert Thornton was taking an off duty cruise on his Kawasaki motorcycle Saturday when a motorists forced him off the road and attacked him at 61st and Imperial Avenue.

"I just don't like Kawasaki motorcycles," Thornton reported the man said and bent his helmet face mask and bit him on the chest.

He said he showed the man his badge and attempted to arrest him. A struggle ensued and Thornton subdued the motorist.

Booked in city jail for assault with a deadly weapon and resisting arrest was Joseph Anthony Zarola, 19, of 7950 San Vicenti St.

Thornton was treated at Mercy Hospital for the bite and released.

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THOUSANDS RIDE YUMA PRISON RUN

By Bill Harmer

YUMA, ARIZ. April 4, 5, 1970 – 2000 Motorcycle Touring enthusiasts from the 11 Western States as well as Missouri and Wisconsin, converged upon the Old Territorial Prison Town of Ft. Yuma, Arizona this weekend, as the Norwalk Centaurs hosted their 9th annual "Yuma Prison Tour".

Riders began arriving early Friday afternoon and staked out campsites at Yuma's Joe Henry Park, where the registrations and most of the meet's activities centered.

Less than three hours before registration closing time, Joy Garcia, the Centaur's secretary, expressed concern that mail-in entries had run behind last year's. But by parade time post entries had raised the official number to nearly 1000, and tag-a-longs swelled the ranks to an estimated 2000.

The parade through downtown Yuma was one of the longest in the memory of veteran tour riders, and was viewed by thousands of cheering townspeople. The parade ended at the old prison.

Through the slow hours of registration, there was a continuous Bingo game beneath the shade trees of Joe Henry Park, and many of the coveted "Convict" Trophies were awarded.

At 5 pm riders began filing into the giant Yuma Jay-Cee Hall for the usual pits barbecue, served with cole slaw and beans, punch and coffee.

The lunch line lasted for more than two hours, and between chow time and the dance, the riders amused themselves in various ways. Hundreds rode the 20 miles to San Luis, Sonora, Mexico where they visited the curio stores, with many Californians taking advantage of the tax-free Mexican liquor.

During dance intermissions the trophies were presented. All of the winners were not readily available, but a few of the most interesting were:

Best Dressed Club with their Mounts was captured by the Lucky Wheels of Orange County, who are now beating the drum for their upcoming Las Vegas Tour. They narrowly beat out the Pacific Coasters, who was circulating flyers advertising their Elsinore Run.

The Largest Motorcycle Club Trophy went to the Honda, Ltd. Motorcycle Club, who had 32 of their total membership of 65 present.

The official winner of the Longest Distance Club Trophy, went to the Hi-Desert Club of Ridgecrest, California, who, by the way, are hosting their year's City of Hope Spring Tour. They had 8 members who rode 358 miles, for a total of 2864 miles. The Golden Bears of Manteca, California had 12 members riding 651 miles for a total of 7812. They were somehow overlooked in the tabulating, but didn't intend making any protest. They were enthusiastic about the tour and were going on to the Grand Canyon to complete the two weeks vacation that they had arranged as a club.

Sunday morning is traditionally left open for tour goers to visit the famous old prison museum or many of the other attractions in Yuma.

By noon Sunday, the highways leading away from Yuma were crowded with groups of homeward bound cyclists.

Local law enforcement group commended about the behavior of the visiting riders and praised the work of the R.R.C.'s Security Patrol, whom they credited with making their job easier.

The townspeople and merchants were enthusiastic about the free spending cyclists, as hotels and restaurants did a booming business. One local Disc-Jackey and Jay-Cee publicist, Dick Landis, publicly thanked the bike riders for coming to town.

A long line of road riders turn into the Yuma Prison grounds in front of a cooperative police escort.

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RESULTS

SPEEDWAY RACES
Antelope County Fairgrounds
April 12, 1970
by Mike Capalite

1st CHALLENGE RACE
Sonny Nutter Jaw
Steve Bast Jaw
2nd CHALLENGE RACE
Jim Gresham Jaw
Eddie Mulder Jaw
PAIRS CHALLENGE RACE
Larry Heinselman Jaw
Rick Woods Jaw
Stu Morley Jaw
DeWayne Keeter Jaw
2nd DIVISION MAIN EVENT
Allen Lauer Jaw
Bruce Flanders Jaw
Harlan Bast Jaw
Jim Ashworth Jaw
Steve Gresham Jaw
Scott Autry Jaw
HANDICAP MAIN EVENT
Bill Cody Jaw
Sammy Tanner Jaw
Rick Woods Jaw
Steve Bast Jaw
Bruce Haserot Jaw
Greg Haserot Jaw
SCRATCH MAIN EVENT
Steve Bast Jaw
Stu Morley Jaw
Sonny Nutter Jaw
Rick Woods Jaw

MOTOCROSS
Lompoc Slo Pokes
Santa Maria, Calif.
April 5, 1970
By Donna Earnest

POWDER PUFF
Bonnie Lowrie Yam
Carol Davis –
100cc NOVICE
Don Kepley H-D
Mike Spichitl Hon
Bob Griswald Sac
John Miller Hod
Scott Frisby Hon
Mike Peddicovc Sac
125cc NOV. DIV. 1
Dean York Sac
Ricky Long Yam
Joe Cushaway Sac
Gerry Smalley Yam
Fred Joehnck Mai
Ronald York Yam
125cc NOV. DIV. 2
Terry Johnson Bul
Thomas Miles Yam
Allan Leach Sac
Tom Soiclity Yam
Jim Betts Yam
Chet Persons Sac
250cc NOVICE
Mike Beanway C-Z
Gary Smith Kaw
Smokey Stover –
Albert Nystrom Oss
Gregory Farris Yam
Jack King C-Z
250cc EXPERT
Mike Spier Mai
John Grossini C-Z
Larry Greer Suz
Duane Stacy Bul
John Hessick C-Z
Rodger Flaming C-Z
125cc EXPERT
Mike David Sac
Allen Griswold Sac
Marc Lewis Hod
360cc EXPERT
Bill Oliver Hus
Benedict Hus
Darryl Deinhard C-Z
Cal Bottum Mai
Tom Davis C-Z
Don Kadlec Hus
250cc NOVICE
Doug Grant Mai
Steve Birb Mai
John Michael Hus
Paul Sorensen C-Z
Norman Bobluc Hus
Kendal Terry C-Z

T.T. SCRAMBLES
Porterville Spinners M.C.
Porterville, Calif.
April 5, 1970
By Jack Light

POWDER PUFF
Nancy O'Hara Yam
Carol Randall Yam
Anita Prestage Yam
100 NOVICE
Ryan Gifford Hod
Don Trimmer Suz
Rod Lessley Hod
100 AM/EX.
Jack Jones Suz
Curt Lange Yam
Kyle Lessley Hod
Kim Shropshire Kaw
125 NOVICE
Bud Wall Yam
Homer Taylor Yam
Vincent Foster Yam
125 AM/EX.
Ron Tobey Yam
Mike Keener Yam
Rod Pires Yam
200 NOV/AM.
Rick Reed Bul
Steve Craft Oss
Mike Caylor –
250 NOVICE
Dennis Lyons Bul
Harvey Edwards Oss
Neil Brewing –
Ron Rink –
250 AMATEUR
Jim Kiener Yam
Tom Tomlinson Mon
Carl Nelson Oss
250 EXPERT
George Holland Bul
Steve Snider Bul
Mike Middleton Bul
500 NOVICE
Hank Conklin BSA
Tim Conklin BSA
Jerry Langely Mon
500 AMATEUR
John Bass BSA
Jim Keener Hus
500 EXPERT
Bob King BSA
Lonnie Mayes C-Z
Cris Rice Bul
OPEN AMATEUR
Jim Lynch Tri
Alan Haydon Tri
Don Olson Tri
OPEN EXPERT
Rick Elasarraras BSA
Carroll Jackson Tri
Louie Woods Tri

SCRAMBLES
Redding, Calif.
April 5, 1970
by Edna Conway

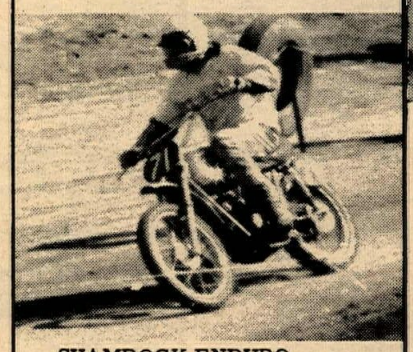
100 NOVICE
Danny Tompkins Kaw
Gary Culver Kaw
Bill Brownell Bul
125 NOVICE
Kim Culder -
Richard See Sac
125 AM
Jim Hubbard Yam
Ronald Skinner Yam
Ted Bear Yam
200 NOVICE
Warren Smith -
John Taylor -
200 AM-EXPERT
Ronnie Gonnella Bul
John Fite Bul
250 NOVICE
Marty Lewis -
Mike Wilson -
Joey Cheek -
250 AM
Scott Belsford Bul
Leon Gulzon Bul
250 EXPERT
Jim Foley Bul
Allen Kenyon Bul
Bob Hurst Bul
John Greene Bul
350 - 500 NOVICE
D. Esteremado Bul
Jay Strudley Hus
Charlie Popejoy A-E
350 - 500 AM - EXPERT
John Greene Mon
Jim Rodair A-E
OPEN NOVICE
Dave Brandt BSA
OPEN AM - EXPERT
Allen Kenyon BSA
Bob Hurst BSA

TROJAN SPEEDWAY
South Gate, Ca.
April 10, 1970
by Eddie Smith

TROPHY DASHES
Paul Wilde 100TT
Tim Hart 125TT
Irwin Moon 250TT
Bob Sanders 125ft
Larry Shaw 250ft
MAIN EVENTS
100TT
Rob Morrison Kaw
Bob Sanders Kaw
Bob Hosford Bul
Tom Flynn Hon
Larry Shaw Kaw
Bill Bartels H-D
125TT
Tim Hart Sac
Robert Bruce Yam
Raymond Wunno Bul
Bob Kuler Bul
Fred Butler Yam
Gary Hardin Yam
250TT
Tim Hart Mon
Irwin Moon Bul
Dennis Ralph Bul
Jimmy Stein Mai
Tommy Horton Yam
Robert Fiesler Bul
100 FLAT TRACK
Bob Sanders Kaw
Paul Wilde Yam
Larry Shaw Kaw
Rob Morrison Kaw
Bob Hosford Bul
Jack Settle Hod
125 FLAT TRACK
Larry Shaw Kaw
John Sperry Yam
Bob Sanders Kaw
Dennis Hanson Yam
Danny Corbett Yam
Fred Butler Yam
250 FLAT TRACK
Larry Shaw Bul
Irwin Moon Bul
Randy Ellis Yam
Tommy Horton Yam
Robert Fiesler Bul
Jimmy Stein Mai

TT SCRAMBLES
Elsinore, Calif.
April 5, 1970
by Lorri Willoughby

MINI
G. Erickson
S. Miller
M. Tidwell
100 NOV NOV
C. Stakes Kaw
H. Trunp Kaw
S. Whitson Kaw
125UP NOV NOV
R. Okuda Yam
26 E
P. Pew Kaw
100 NOV
R. Tripp Kaw
R. Milner Kaw
K. Conley Kaw
F. Baldozier Hod
T. Johnston -
125 NOV
D. Hart Yam
R. Bailey Yam
G. Brewer Yam
250 NOV
R. Bailey Yam
R. Gann Bul
M. Arrambide Oss
D. Waffle Oss
G. Johnson Kaw
T. Stanford Bul
350 NOV
A. Ridderhoff Bul
W. LaCounte Hon
500 OPEN NOV
M. Bailey Hon
G. Grayson Tri
J. Hess BSA
100 EX
R. Sanders Kaw
R. Morrison Kaw
J. Jones Suz
125 EX
D. Tudor Yam
D. Hanson Yam
R. Parsons Yam
K. Tennis Yam
250 EX
V. Hannon Kaw
R. Vanderpool Yam
K. Stafford Yam
C. Tidwell Mai
350 - 500 EX
J. Stein Mai
V. Hannon C-Z
A. Skeel H-D
OPEN EX
F. Edwards Ric
J. Sprague Tri
L. Shaw -
SPEC EX
F. Edwards Bul
R. Vanderpool Yam
V. Hannon Kaw



SHAMROCK ENDURO
April 5, 1970
Jawbone Canyon
By John Murrin

B. Ocheltree AL Gre
R. Sheridan AL Yam
M. Sterling BL Yam
B. Howseman AH Nor
S. Freeland AL Yam
B. Keenly BL Yam
R. Ruffell AL Yam
B. Reen AH Duc
D. Evans AL Yam
W. Watson BL Yam
R. Bishop AH Kaw
P. Bogardus AL Yam
J. Kulek AH BSA
M. Parry AH Tri
B. Hall AL Yam
N. Holt AH Hus
D. Smith AH Hus
R. Glover AH Hus
J. Hein AH Tri
D. Ekins AT H-D

TT RACES
Huntington Beach, Ca.
April 12, 1970
by Eddie Smith

TROPHY DASH
Tom White Bul
MAIN EVENTS
100 NOVICE
Bob Brooks Kaw
K. Crecelius Kaw
Rick Isbell Kaw
Jeff Cruzon Kaw
Dennis Briggs Kaw
Jim Thorp Kaw
125 NOVICE
Randy Bailey Yam
John Sperry Yam
Don Hames Yam
Keith Hueth Bul
G. Reynolds Yam
Scott Duncan Yaml
100 - 125 EXPERT MOTO
Richard Sweaney Kaw
Bob Saunders Kaw
Dennis Hanson Yam
Earl Roloff Yam
J. Householder Kaw
Larry Dixon Yam
250 NOVICE
Jerry Greer Bul
Tim McCool Bul
Randy Bailey Yam
F. Timberlake Yam
Mike Arrambide Oss
Doug Hannonlt -
250 EXPERT
Greg Wickam Bul
Charles Gann Bul
Tom White Bul
Richard Gann Bul
Chet Burt Bul
C. Heighland Oss
350 to 500 NOVICE MOTO
Tom Shumard BSA
R.E. Phillips BSA
Dave Fletcher Tri
Ron Moreno Tri
Steve Thomas Tri
Joe Herrera Bul
650 OPEN MOTO
Dave Fletcher Tri
Russell Burch BSA
Wayne Ruledge BSA
Chet Burt BSA
Roy Jarrett Tri

TT RACES
Ascot Park
April 9, 1970
by Cycle Ventures

AM
John Hately Tri
Tod Sloan Tri
Terry Dorsch Tri
Tom Clark Tri
Terry Moriarity Tri
Mike Bradley Tri
Allen Kenyon BSA
Loken Andres BSA
Steve Ellsworth Tri
Dick Mills Tri
Bob Boaz Tri
Randy Ellis BSA
NOVICE
Gary Scott Bul
Ray Vanderpool Yam
Carl Byers Yam
Ron Moore Bul
Bob Hill Yam
Matt Falcorner Bul
Don Walters Yam
Dave Lenar Oss
Mike Middleton Bul
Bob Greenstreet Bul
Les Costanza Oss
Sal Peluso Yam
EXPERT
Dave Aldana BSA
Mark Brelsford H-D
Skip Van Leeuwen Tri
Ed Mulder Tri
Lloyd Houchins Tri
Dave Hansen Tri
Paul Bostrom Tri
Dusty Coppege Yam
Don Dudek Tri
Mike Haney Tri
Bill Manley Nor
Gene Romero Tri

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By Trail Trotters M.C.
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MOTOCROSS
Kern County Trailblazers
Bakersfield, Ca.
April 12, 1970
by John Crawford

100 JR
Lee Eide Hod
Don Kepley H-D
Vince Eyre Yam
Bill Yarbrough Hod
Bob Kvammen Sac
Gary Kvammen Sac
125 JR DIVISION I
Duane Jones Yam
Jerry Johnson Bul
Richard Foshay Sac
Geral Yarbrough Bul
Dick Frampton Bul
Tom Garrett Yam
125 JR DIVISION II
Doug Sterling Yam
Greg Cole Bul
Tom Sanders -
Ray Marshall Yam
Jack Boone Yam
James Childs Yam
125 SENIOR
Bryan Holcomb -
215 -
Carl Cotton Bul
Phil Taylor Yam
Pete Willis A-E
250 JR DIVISION I
Rick Norris Mon
Dave Williams Hus
Allen Garret Yam
Stan Fisher CZ
Fred Herbert Hus
Bill Royer CZ
250 JR DIVISION II
Alan Wurtzel CZ
Joe Cushaway CZ
William Dekking Hus
Doug Wheeler CZ
Tom Volin Hus
Jurgen Broesel Hus
250 SENIOR
Mike Runyard Mon
Mike Spier Mai
John Grossini CZ
Gary Jones Yam
Larry Mulock CZ
Larry Greer Suz
OPEN JR
Wayne Garrett R-T
Robert Rogers CZ
Jim Coloert Hus
Jack Wilson Hus
Don Reynolds CZ
Bill Jones A-E
OPEN SR
Mike Runyard Mon
Walt Axthelm R-B
Steven Benedict Hus
Ralph Crabtree Mai
Mark Blackwell Hus
Earl Penny Hus

FLAT TRACK RACES
Hi Boots M.C.
Spring Valley, Ca.
April 12, 1970
by Bill Harmer

SWEEPSTAKES
Sal Peluso Hod
Ray Vanderpool Yam
Kevin Stafford Yam
MATCH RACE
Ray Vanderpool Yam
Sal Peluso Hod
Kevin Stafford Yam
125 MOTO EXPERT
John Payne Hod
Sal Paluso Hod
Jim Dunn Kaw
125 MOTO NOVICE
Bobby Flores Yam
Paul Donohoe Yam
Jerry Hall Yam
100 NOVICE MAIN
Jim Brockman Kaw
Dell Ocheltree Hod
Monte Roberts Hod
250 'A' MAIN
Kevin Stafford Yam
Gary Johnson Kaw
Mike Konshak Yam
250 'B' MAIN
Bill Ray Yam
Robert Anson Kaw
Arthur Brown Kaw

HARE SCRAMBLES
Wassuk Scramblers
Hawthorne, Nevada
April 5, 1970

100 NOVICE
Darrel Brown Sac
Roger Heath Hod
Keith Pulver Kaw
Bob Woodsford Hod
250 NOVICE
Rick Laitori Yam
Bill Miller Yam
Leon Bryant CZ
500 NOVICE
Dick Rudolph BSA
Dick Hammesfahr Mai
Ron Menesine Mai
Don Jones CZ
Fred Rogers CZ
Larry Jones Hon
OPEN
Ralph Cooper Tri

SCRAMBLES
Los Gatos M.C.
Gilroy, Ca.
April 5, 1970

100 NOVICE
Steve Langston Hod
Ed Bour Bul
John Schaffer Hod
125 NOVICE
Doug Kershaw Yam
Mike Tracy Pen
122 AM - EX
Fred Guzzi Hod
Pat Brown Hod
200 NOVICE
Richard Fanor Bul
Ron Landice Bul
Mike Murison Bul
175 NOVICE
John Davis Hon
Randy Robinson Hon
John Emerson Bri
200 NOVICE
John Brumund Oss
Don Avery Bul
Mike Musgrove Yam
200 AM
David Coffaro Bul
Neil Koch Bul
250 AM
Lee Seidel Kaw
Ron Douglas Bul
Pete Marchand Bul
250 EX
John Silva Yam
John Gennai Bul
Les Castanza Oss
350 NOVICE
Don Wells Hon
Gene Scholler H-D
Keith McInerney Hon
350 AM
Lee Seidel Hon
Rodger Sterding Hon
Jim Conway Bul
500 NOVICE
Lee Curtiss BSA
James Decker Mon
Stephen Winter BSA
500 AM
Al Saldidar Mai
Richard Crane Tri
Mike Renslow Tri
350 AM & 500 EX
Ken Dalla Hon
Cosby Chestnut Mai
650 NOVICE
Larry Neff Tri
Gary Hylton BSA
650 AM
Al Ludwigsen Tri
Paul Karpinski Tri
Mario Rinaldi BSA
650 EX
Joey Iacobitti Tri
Bob Boaz Tri
Robert Scally Tri

T.T. SCRAMBLES
Kings County M.C.
Hanford, Calif.
April 12, 1970
By Jack Light

90 NOVICE
Ryan Gifford Hod
Jeff Dotzler M-B
90 AMATEUR
Curt Lange Kaw
Kyle Lessley Kaw
Neil McDonald M-B
125 NOVICE
B. Baesemann Bul
Homer Taylor Yam
Breed Wall Yam
125 AM/EX.
Ron Tobey Yam
Jack Jones Suz
Steve Baker Yam
200 NOVICE
Steve Garcia Bul
Jesse Javaux Bul
Neil Cloud Oss
200 AMATEUR
Rick Reed Bul
John Villanvebe Bul
David Matthews Bri
250 NOVICE
Dennis Lyons Bul
Jerry Chandler Bul
John Saltzman Kaw
250 AMATEUR
Cliff Gentry Bul
Gary Chrisman Mon
Tim Tomlinson Mon
250 EXPERT
Steve Snider Bul
George Holland Bul
Richard Pereirra Bul
360 NOVICE
Bob Young Mon
Joe Chellino Bul
Gary Colbert Mai
500 NOVICE
Henry Conklin BSA
Geoge Ditter Tri
Jeff Frank Bul
500 AM/EX.
Lannie Mayes C-Z
Bob King BSA
Ron Keener Hus
650 NOVICE
Bill Skinner R-E
Steve Martin Tri
Jay Bellack Tri
650 AMATEUR
Cliff Gentry Tri
Jim Lynch Tri
Don Olson Tri
OPEN EXPERT
Jim McCracken Tri
Carroll Jackson BSA
Dennis Huff BSA

HI-JINX MOTO CROSS
Riverside, Ca.
April 5, 1970

100cc
J. Wright Ric
E.C.Birt Zun
P. Hendricks Hod
S. Bebeck Hod
S. Duwd Hod
B. Ogilvie H-D
P. Nyland Hod
125cc
S. Ferrisberg Yam
J. Townsend -
#7 (Please contact club)
F. Coppi Yam
D. Garber Sac
D. Hopkins Yam
R. Rogers -
250cc
J. Orcutt Oss
R. Fortier -
B. Feldhamp Yam
C. Powell Hus
H. Statham Hus
K. Moore Bul
M. Albright Yam
OPEN
L. Watkins Mai
E. Abbott Mai

CMC MOTOCROSS
Carlsbad, Cal.
April 12, 1970
By Ron Szilagyi

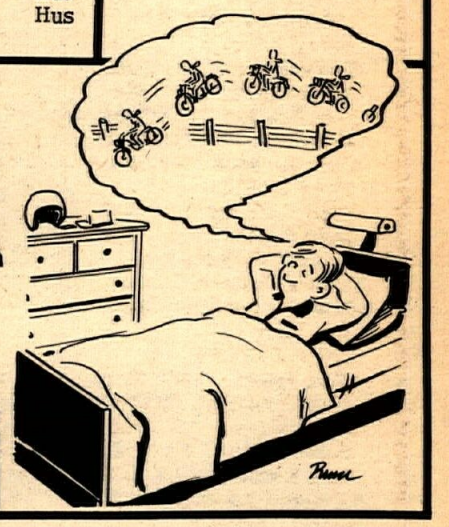
500 JUNIOR
R. Davis Bul
W. Thornton Mai
R. Frescura C-Z
L. Hughes C-Z
R. Rhoades Hus
250 JR. DIV. I
R. Moore Bul
A. Newsom C-Z
B. Feldkamp Yam
D. Benson C-Z
F. Rowe Gre
250 JR. DIV. 3
D. Shumate C-Z
T. Blum Mon
B. Bland Oss
P. Kokbet C-Z
A. Dibelka Mai
125 JR. DIV. I
R. Tuggle Yam
K. Cook Yam
C. Bean Yam
J. Garcia Bul
R. Mummert Yam
500 EX. & INTER.
J. West AJS
P. DeBenedetti A-E
B. Silverthorn Hus
A. Anders Bul
G. Grahm Mai
250 JR. DIV. 2
R. Norgaard C-Z
R. Rodriguez C-Z
A. Seibert C-Z
T. Snyder –
G. Ryder Sac
250 EXPERT
T. Hart Mon
C. Lunde C-Z
D. Gualda C-Z
G. Lunde Mon
125 JR. DIV. 2
E. Foland Yam
J. Wisdom Yam
M. Rick Bul
D. Calafata Sac
T. Duni Yam
125 JR. DIV. 3
G. Ryder Sac
N. Leonard Sac
M. Roch Sac
T. Dunlap Pen
R. Brass Yam
100 JR. DIV. I
B. McDougal Hod
R. Kellog Pen
B. McKee Hod
D. Shear Bul
M. Slaton Sac
125 EX. & INTER.
B. Urban Bul
P. DeBenedetti A-E
D. Gualda Bul
D. Boydstum Yam
R. Myers Bul
100 JR. DIV. 2
J. Hoover Hod
K. Bowser Yam
L. Fabry Hod
B. Haag Bul
J. Miller Hod

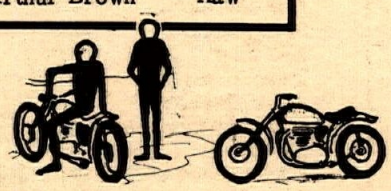
VIEWFINDERS G.P.
Bay Mare, Ca.
April 11, 12, 1970
(Unofficial)

100 NOVICE
Brad Bridges Suz
Richard Buchan Hod
Duane Baade Pen
100 AM & EX
Al Baker Yam
Mark Rader Hod
Dave Rogers Bul
101 - 200 NOVICE
Ron Rakisits Yam
Jim Crook Sac
101 - 200 AM & EX
Preston Petty Sac
John Rice Sac
Jim Dawson Yam
Gene Cannady Sac
250 NOVICE
Bill Clements Hus
Mike Hauss Gre
Len Frazek Bul
250 AM
Bruce Baron CZ
Bill Spann CZ
Dave Rodgers Bul
250 EXPERT
Al Baker Yam
Jim Wilson Gre
Gene Cannady Sac
500 NOVICE
Robert Hershey Mai
Larry Watkins Mai
500 AM
Cliff Barak Hus
Chuck Raudman BSA
Mike Rendich CZ
POWDER PUFF
Jan Ditson Hod
Patty Domay Hod
Joy Malis Hod
SIDE HACKS
OVER ALL
Ken & Darrel/
Meter Gre Gre
J. Moffitt/
Nick Sotores Tri
Heinz Zerr/ BMW
500 EXPERTS
John DeSoto CZ
Al Baker Yam
D. Thorwaldson Ric
OPEN NOV-AM-EX
OVER ALL
Rick Shirey Ex Tri
Al Holley Ex-Nat Tri
Ed Walker Am Tri
VIEWFINDER RACE
Dick Allen Yam
Mike Tillman Bul
Duffy Hamilton Hus

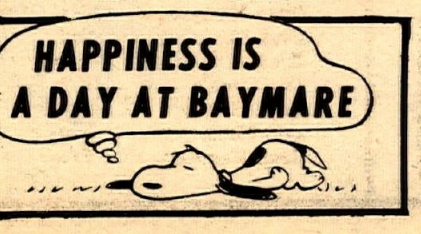
TT RACES
Perris, Ca.
April 12, 1970
by Elaine Jones

100 NOVICE DIVISION I
Terry Stanford Hod
Joe Williams Kaw
Frank Novotny Kaw
Jim Yandell Bul
100 NOVICE DIVISION II
Bill Dobbs Kaw
Tim Beason Kaw
Jim Clubb Kaw
Bob Weeks Kaw
100 NOVICE DIVISION III
Kay Kanaki Kaw
Jess James Jr. Bul
Allen Gailloit Bul
Mike Barrett Kaw
100 - 125 AM & EX
Bob Kline Yam
Bill Dobbs Kaw
Greg Brewer Yam
D. A. Gailliot Bul
125 NOVICE DIVISION II
Rick Doyle Yam
Kay Kaniki Yam
Joe Williams Yam
Erike Strommer Yam
250 NOVICE DIVISION I
Toby Stanford Bul
Dennis Creason Bul
Glen Barrett Kaw
Steven Gailliot Bul
250 NOVICE DIVISION II
Steve Brewer Yam
John Mudd -
James L. Reeder Kaw
r. m. stribling Jr. Bul
250 AM & EX
Bob Greenstreet Bul
Bob Kline Yam
Steve Mudd Bul
Pat Lynch Mai
NOVICE MOTO A
Paul E. Lass Mai
David,Atkinson Tri
Robert Shirts Mai
Bruce Yoakam H-D
NOVICE MOTO B
Cary Tanner Mai
Jeff Sexton Mai
Larry Kennady BSA
Kevan Larick A-E
AM & EX MOTO
Gary Griffing Mai
C. Glen Brunson Bul
Vincent Graves Mai
Andy Skeel H-D
SWEEPSTAKES
Bill Dobbs Kaw





HAPPINESS IS
A DAY AT BAYMARE



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OLIVER BAGS SANTA MARIA

Spier Wins 250 on Maico

A CZ rider gets set to stroke the clutch in his race with number 149.

Story by Donna Earnest
Photo by Norm Westlotorn

SANTA MARIA, CALIF. April 5, 1970 – The sun shone brightly on the new track, as the 250 Seniors rolled into the first turn. It was an exciting race, as best friends John Grossini on a CZ and Larry Greer on a Suzuki Savage battled for first and second.

But while they were vying for position, Mike Spier on a Maico snuck up on both of them and came out first overall, with Grossini and Greer following respectively.

John and Larry didn't do as good as usual, since this is their first go as Seniors.

The Powder Puff class didn't do as well as was expected. After an urgent call for females, they still ended up with only two riders. Many girls seemed interested, but the new track was apparently too rought for the so called weaker sex. Bonnie Lowrie of San Louis Obispo riding a Yamaha took the event. Carol Davis, a regular out at the track, couldn't seem to catch up with Bonnie, probably because of her broken arm?

The new track seemed to have an effect on most of the regulars. Many said that it was much harder, and some even said that it was the hardest they had ever seen in California.

Mike Beanway, as usual, was first once again on his soaring C.Z. It was a fight for first and second, with Gary Smith trying to overtake Beanway. Smokey Stover managed a third in the 250 Novice race.

With the 360 Experts and the 125 Experts combined in one race, it was really hard to say just whose race it was.

With Bill Oliver (Husky) barely out in front of another Husky rider, Steve Benedict, out of the blue came Mighty Mike! It was Mike David on his 125 Sachs giving those two big hoggy 360's a little run for their money. He just about wiped 'em out.

While the controversy raged over the condition of the track, a spokesman said the course would be changed weekly, to keep the regular riders from getting the hang of it.

Mike Peddicovc tows tightly packed 100cc Novices through the esses.

Single Cylinder Class Introduced By AFM

At its May 17th road race at Orange County Intl. Raceway the L.A. Chapter of the AFM will introduce a new single cylinder class to promote competition among the thumpers. A trophy will be given for the overall win and three entries in any displacement class will mean class trophies also. The one cylinder race will be for bikes 201cc and above so now is the time to dust off that Manx or G-50 that has been lurking in your garage and put it on the grid.

The AFM also announced the appointment of Western Trophy and Engraving of Santa Ana to provide trophies at its races at Orange County Int. Raceway. Roger Wood President of Western Trophy has ridden production races for several years and is familiar with trophies that appeal to road racers. Racers attending the last race of March 15 voted to have trophies given out at the end of the race day. All trophies earned on Mar. 15 will be given out along with those of May 17th. With a full program of racing ending at 4:00 it will be possible for the Trophy Queen to hand out all of the prizes by 4:30. The first race is at 12:30 last race at 3:30 with special parking for street machines.

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Recap:

(In case you've missed Cycle News for the past 6 weeks, here's what you missed.)

In most cases, the longest you'll have to wait for cycle clothing at Valerian's is two or three minutes.

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open monday through saturday

Even though our service department is closed on Sundays, our service department manager, Whitey Martino, isn't exactly twiddling his thumbs.

HARE SCRAMBLES
Master Links
Adelanto, Calif.
March 1, 1970
By Dick Wright

Whitey Martino	500 Ex	Hus
J.N. Roberts	500 Ex	Hus
Bruce Dunford	500 Ex	Hus

Congratulations, Whitey

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Tuesday	10 am-6 pm
Wednesday	10 am-6 pm
Thursday	10 am-6 pm
Friday	10 am-8 pm
Saturday	9 am-6 pm
Sunday	(Praise the Lord and Pass the Competition)

Congratulations, Steve Schneider!
3rd Elsinore Grand Prix
First Place — 500 Amateur.

Ditto, Jim Gregory!
Second Place — 500 Novice.

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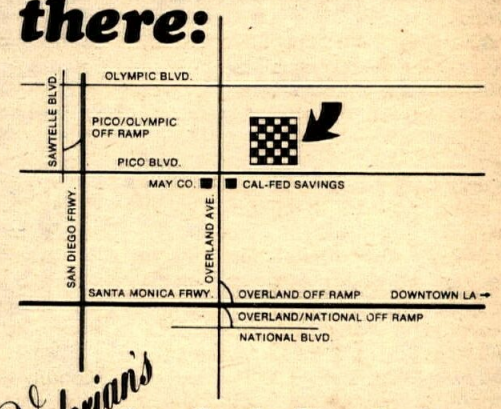

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By Maureen Lee

As Elaine Jones reported, the Perris track has been changed. We haven't seen it yet but we can see only one reason for any grousing about it. That would come from riders who have become so familiar with Perris they can ride it blindfolded and don't want to make an effort to learn something new. I think it's a great idea when track owners change things once in a while; like that smashing day when we rode Perris backwards. For some strange reason I got around it better that way than I do under normal conditions, and everyone had a blast. Bay Mare is another track where you get surprises pulled on you. I agree it's comforting to know exactly where you're going every week and have your line down pat through every turn but you don't really learn anything that way. Remember the old term "Prado Park Wonder?" (Ahem!)

scramblin' around

That was used to classify anyone who cut their scrambles teeth on that track and rode nowhere else. Most of them were fast as heck but once Prado went under they thought that even Perris was too rough for them and most of them quit competition.

On the distaff side of the sport, Diane Connolly, President of the Powder Puff Association and who was the starter at their last scrambles is out of the hospital from the nasty one she took at Saddleback. And I mean it was a nasty one! She's up and moving (well, barely), but it will be a time before she'll be out riding again.

At times we like to comment on all facts of our sport and came across something the other day the car people use that we'd like to see the A.M.A. adopt for professional competition especially. On the back of each driver's helmet must be his name, age, blood type, any allergic reactions he may have etc. If you've just dropped it at 100 plus and arrive at the hospital all scrunched up, your wallet is back with your pitman or wife who are still on their way but the doctor has to DO something right then and there, under extreme conditions it could be the last thing he'll get to do for you. Except inform next of kin.

We've given our tip of the helmet to Orange County Cycle before and will do so again as owner Bob Maynard has just opened up his second store. This shows that "Badger", although still a young man who competes all the time, can also run a business that you can depend on. He doesn't stock junk or "cutsie" items, just good scrambles-motocross bikes and gear and his mechanics know what they're doing. So lots of luck Bob!

BARRY BRIGGS TO SPARK U.S. SPEEDWAY

By Dave Lang

Four times world speedway champion Barry Briggs, who, with fellow New Zealander and reigning world champ Ivan Mauger has been breaking into the American short track scene, has signed a 100,000 dollar deal with Great Bear Enterprises, who will now handle Briggs' interests in the States.

The contract, which covers the next three years, was signed by Briggs in Florida while he was there for the Daytona classic. Great Bear will now control all his speedway, sand track and short track commitments in the U.S.A., and Barry, 35, who rides for Swindon in the British League, will operate an annual speedway training school under the auspices of Great Bear, and endorse various items of motorcycle equipment.

Briggs expects to compete in about six major U.S. short track and Class A meetings this summer, which will not interfere with his European bookings. His first training school for Yankee riders will start at the end of October.

Another outcome of this big Briggs deal in the States is the possibility of a 12-match series between an American National side and a "Rest of the World" team, which Barry will select from the pick of English, Scandinavian and Australian riders. "I have already contacted several riders," Briggs told me, from his home in Southampton, Hants, England. "And they are all very keen to compete in such a series. But the final selection of the team will be left until the end of the European season in Oct."

Busy Briggs, Biritsh main agent for the Czechoslovakian Jawa motorcycle factory, is also in negotiation to fly in a team of American riders to tour British Division II tracks. "It looked likt this deal was off when the British promoters said that although they would like to see the Americans, they would not pay their air fares to Britain," said Briggs. "But now I have been checking with the promoters and things are by no means hopeless. The prospect of American riders appearing in Britain is still very much on in 1970."

Barry's stable-mate Ivan Mauger, who has also been trying to crack into the Yank big-time, has now decided against switching full time to Stateside speedway. "My family are now settled in Britain and I must put their interests first," said Ivan.

But interest in speedway in America seems to be growing. Recently James W. Elborn Jr., head of Dixie Motor Cycle Sales Inc., of Lakeland, Forida, contacted London for details of speedway racing in Britain. "I am interested in getting it started in Florida," he said.

British authorities have replied to Florida, offering assistance, and now await further developments.

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MEET SMITTY: "...the guy Bronson is supposed to be."

Smitty's personal chopper perches on its sidestand as debonair as Fred Astair. "I go riding with about 15 Chicago cops. We never get harassed."

By Chuck Clayton

When one man's motorcycle collection is complete show by itself, that man must be into motorcycling. Such a man is W.J. Smith, proprietor of Cycle Creations, better known in Mayor Daley's hometown as "Smitty, the chopper builder."

The feature exhibit at the recent Chicago Cycle-Rama was the Cycle Creations booth. It displayed what Smitty calls "the three worlds of motorcycling." Street, competition and historical.

Smitty's profound involvement in the three worlds, as he sees them, began at age 13. Now 33, Smitty has a varied life of motorcycle travel behind him.

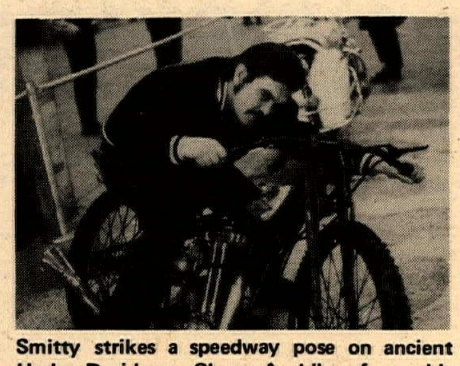
Ed Roth, famous West Coast chopper builder says, "Smitty is the guy that Bronson is supposed to be." Smitty has lived as a "roads scholar" in Ohio, North Carolina, Texas, Missouri and California. In his travels across the states he has experienced adventures similar to the NBC television character Bronson whose story is aired on Wednesday nights this season.

Smitty creates his cycle creations one part at a time. "I never write anything down," he claims. "I usually start with an engine I like, then I think about each part until the whole motorcycle takes shape in my head. Then I get out the torch and start to work."

Smitty builds his choppers not only to look dazzling, but chiefly to ride. His creations retail for approximately $1,200 each—not much money in today's motorcycle market. But, he admits "I make a good living."

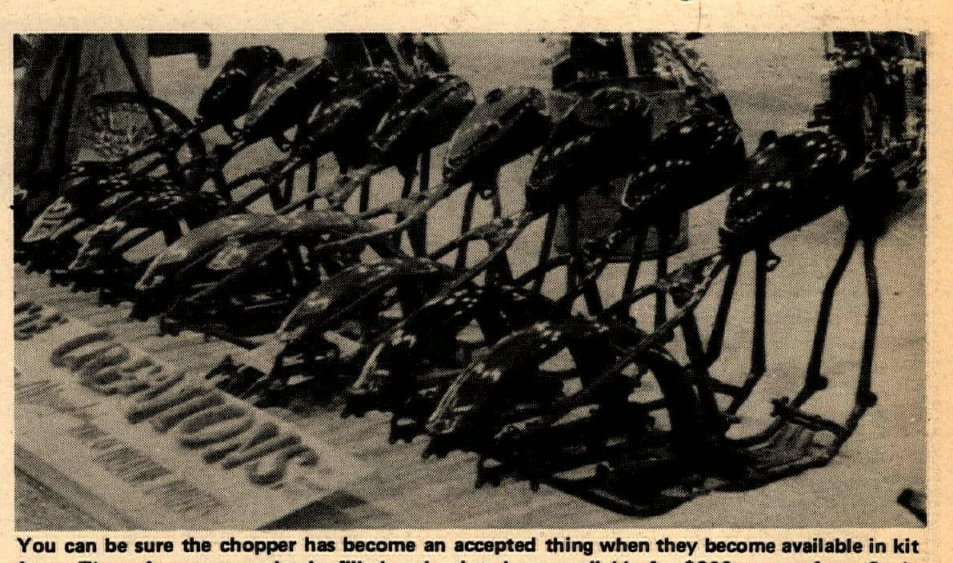
When not at work in his shop near the Chicago stockyards, Smitty can be found churning the dirt in impromptu scrambles on a field near his home. He favors a Yamaha DT-1 for off-the-road fun and his wife rides a Benelli 50 with a 160cc Ducati engine installed.

Smitty apologizes for the "outlaw" riders although he used to ride with "colors" himself. "Most of those guys are phony," Smitty frowns. "They are just playing the role. The ones who are really into motorcycles don't wear colors or play that game."



Smitty strikes a speedway pose on ancient Harley-Davidson Class A bike from his collection.

Smitty put a 74 through a scrap iron baler. "Donated to Nikkon Iron Works," says inscription, "so that they can whip out a Boss Honda!"



You can be sure the chopper has become an accepted thing when they become available in kit form. These frames, completely filled and painted, are available for $300 a copy from Cycle Creations in Chicago.

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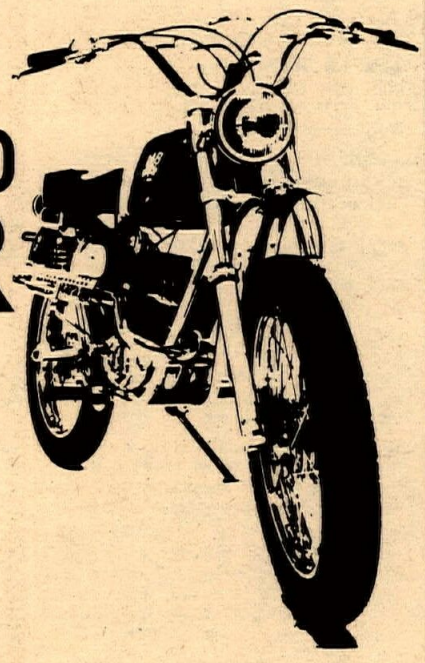

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SMITH AND HIS OSSA DO IT AT CARLSBAD

By N. Woolstenhulme

CARLSBAD, CALIF. April 5, 1970 – First year Expert Dave Smith, riding a 250 Ossa out of Escondido's Honda North Country, took the overall win in the Expert class at the Brush Barons 1st Annual Mini Prix Sunday, at Carlsbad Raceway.

The weather was perfect, there wasn't a cloud in the sky and it was about 75 degrees.

The program got underway early, with the Experts going off at 9 a.m. The riders meeting was held on the line, with riders ready to race when it was over.

The course started on the drag strip, turned left onto the dragster return road, went into another asphalt right turn, and then off into the dirt. There were some down hills, up hills, hoop-de-doos, and even a wooden bridge.

The riders returned from the opposite direction on the drag strip and went through the hot car pits, where they refueled.

Each race ran 2 hours with the leading Expert turning in about 24 laps.

In the 3rd lap of Expert competition Smith had moved to 3rd overall, trying to catch B. Goodman, who had about a 20 second lead on the pack.

During the sixth lap Goodman either went down or made a pit stop, because Smith had taken the lead. About 1/2 way through the race Smith had to stop for gas. He had a good pit stop, but had trouble re-starting. As luck would have it Goodman and about four other riders passed him. During the next lap Smith had weeded out the other four bikes and was after Goodman again. Somewhere on the back of the course the gremlins got to Goodman's bike and Smith took over the lead holding it all the way to the checkered flag. R. Vesco on a 125 Sachs was not far behind.

C.Z. rider J. Rudolph was also attacked by the gremlins, as three quarters of the way through the last lap he lost his primary sprocket.

Unofficial results showed Smith, first overall and first 250cc; M. Fox, first Open class; and R. Vesco, first 125cc and third Overall.

There was a one hour break before the Novices went off, during which time the club re-limed and checked the 3 mile course.

At noon, the Novices were flaged off the line. There were about 80 riders and when the dust cleared from the first lap, it was W. Thorton leading on a Maico. On lap eight, it was W. Thorton and R. Key in the Open class, M. Harper and W. Crow in the 250 and J. Nachant in the 125's.

Some of the Novice riders were really getting across the ground, with G. Jasper riding his 2nd race on a Husky, R. Rudolph riding a borrowed Ossa, and a young man not much bigger than a minute on a 125 Bul, all showing good form.

During the last of the race W. Crow got around M. Harper and then on the last lap Harper repassed Crow. W. Thorton got the checkers at about 2:10 p.m.

The long race took its toll on a number of bikes and riders, but the majority of opinion was that the Brush Barons put on another well marked, well organized race. Official results will be available later.

AMA OFFICERS ELECTED AT MEETING OF TRUSTEES

COLUMBUS, OHIO, Feb. 27, 1970– AMA Trustees held their annual meeting at the Neil House hotel here Monday, re-electing William M. Bagnall of Sierra Madre, California as President of the 110,000 member association.

In addition to Bagnall, officers elected were: Michael F. Bondy of New York, re-elected Vice President; W.T. Berry, Jr., Secretary; Russell March of Detroit, Michigan, Treasurer; Larry Wise of Hatboro, Pennsylvania, Assistant Treasurer.

Completing the roster of new appointments, the Trustees named Bagnall, Bondy, March, Wise, to serve on the Executive Committee, along with Roxy Rockwood, Los Angeles, California, E.W. Coleman, Duarte, California, and John Harley, Milwaukee, Wisconsin. A newly appointed Trustee, Jess Thomas of New York, completed the eight man policy making committee.

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BRUCE BROWN WORKING ON FILM ABOUT MOTORCYCLE COMPETITION

By Bob Sanford

DANA POINT, CALIF. – Well, sports fans, Bruce Brown –surfer, biker, film maker– is at it again. This time, making a flick about motorcycles. Or, a little more specificially, about motorcycle events, riders, machines, spectators and the like.

Of course, this is hardly news to those of you who've attended your local M.C.'s thing recently. Brown and company have been busy filming various events for the past few months.

"Any Sunday" – as the film is tentatively called – will attempt to cinematically portray the current motorcycle scene. From speedway to motocross to trials to enduro, Brown hopes to chronicle the ins and outs, ups and downs, of the two wheeled world.

And those of you familiar with Brown's initial, big time, surfing endeavor, "The Endless Summer", realize that he's the man to do it.

But don't go running off to your neighborhood Bijou. Nearly 150,000 feet – about 70 hours– have already been shot, and, with luck, by January enough footage will have been completed to begin– that's right, BEGIN – to put the whole thing together.

And, with some more luck, it will be distributed in the summer of 1971. But Brown's in no hurry. Maybe in the summer of 1972, he says rather casually.

The thing is, he says, it has to be just right. Accurate. Legitimate. An honest picture about motorcycling. Telling It Like It Is, if you'll pardon a cliche.

And, again, you graduates of surfdom and "The Endless Summer" know that Bruce Brown will undoubtedly do exactly that.

"I just hope that it will do the sport good and give it the recognition that it deserves," Brown said last week. "I realize that a lot of other people have said this, but my main concern is showing what motorcycling is really like. I mean it. Of course I hope it makes money, but that's really secondary." And you believe him. Absolutely.

So far, his four man crew has shot, among other things, the internationally famous Daytona 200 and The Mint (Las Vegas) 400. And, this past weekend, they were on location at the not-so-internationally-famous Bees M.C. Hillclimb in Salt Lake City, Utah. All sides of the picture.

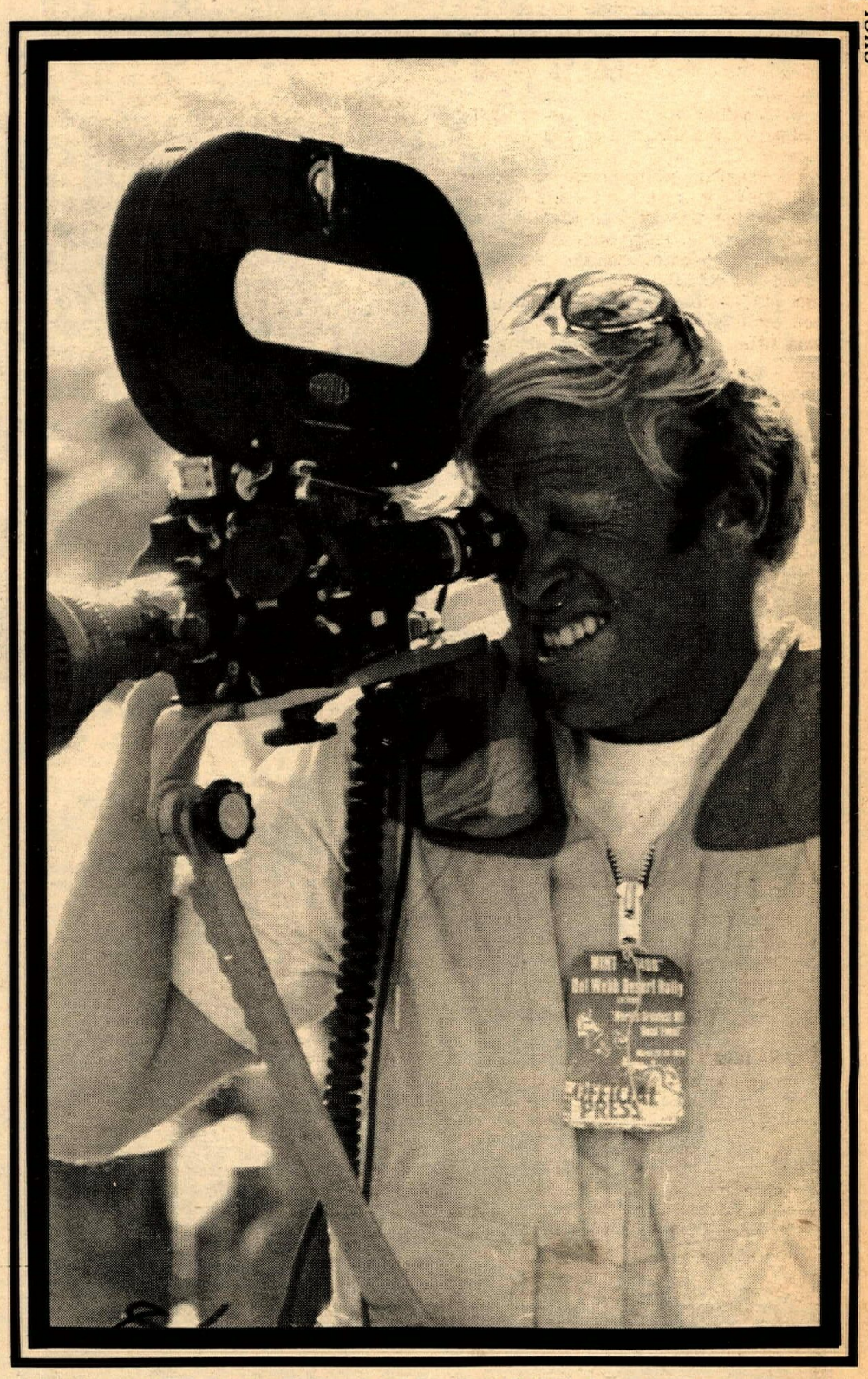
A sizeable portion of the film will revolve around California riding ace, Malcolm Smith. Brown feels that Smith epitomizes the nature of the sport: An easy going rider, making his living at a bike shop, who, on any given Sunday, can enter any one of a variety of events, and give the best of competition hell.

Additionally, Brown is considering shooting a segment of film devoted to one of the nation's professional circuit riders.

The Dana Point film maker goes to great lengths in avoiding the "Hollywood-type" image. He's convinced this would effect the integrity of the production. No actors, no payola, no props. Just the way it happens.

Bruce Brown began making 8mm films as a young surfer, charging 25¢ admission at local surf shops. The proceeds, as you might suspect, were invested in more film. Finally, a surf shop owner, Dale Velsey, financed a trip to Hawaii, and Brown was on his professional way. Since then, he's had offers to film Hollywood things like "Godzilla And The Naked Surfboard Chick". But he's always turned a deaf ear, even though they were financially appealing.

Waiting, you'd like to think, to start production on "Any Sunday".



Bruce Brown, producer of the successful surfing film, "Endless Summer", is shown here filming some footage at the Mint 400 for his forthcoming film about motorcycles. The film, due to be released some time next year, has tentatively been titled, "Any Sunday."

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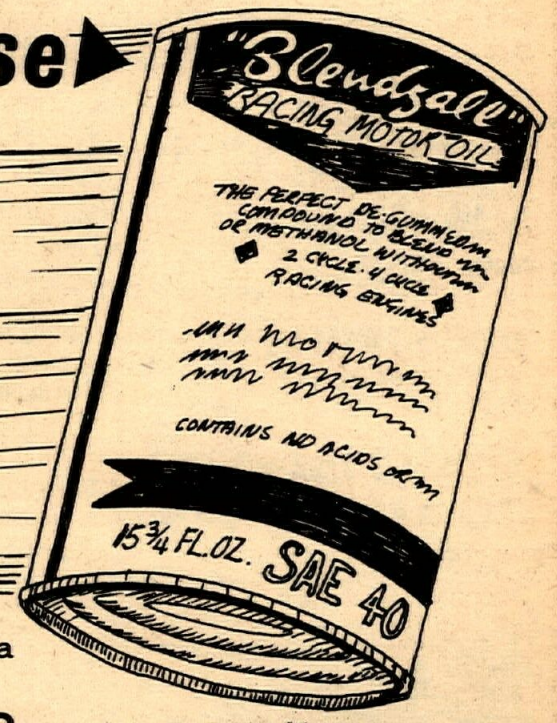

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Guest Editorial

How The Motorcycle Industry Council Promotes Safety

By E. W. Colman

Even the automobile industry has been on the defensive in recent years in dealings with the Federal Government. Add the "social stigma" often associated with motorcycling and you can understand that the motorcycle industry has an attitude problem of truly magnificent proportions. If it is difficult for the industry to maintain a positive attitude, it is nearly impossible to create in others a dispassionate perspective of the sport of motorcycling.

The motorcycle industry had total sales in the United States in excess of 1/2 of a billion dollars in 1969. Perhaps that will give some perspective on the size of the business. The Motorcycle Industry Council is an organization of approximately 54 members who represent approximately 96% of the Industry and who manufacture or import two-wheeled motor vehicles. Members also include several accessory manufacturers and distributors and several consumer magazines. The members represent the principal brands of motorcycles. In all, there are about sixty makes of motorcycles available to consumers in this country. The M.I.C. will soon have several thousand dealer members representing all 50 states.

In the mass of pronouncements on the subject of motorcycle safety from sources of all kinds, one simple fact is often overlooked. The industry which produces the two-wheeled motor vehicle is as deeply concerned about safety as is any other group. Because death and injury to the operators of these vehicles represents death and injury to customers of the industry, there is a selfish, economic interest in this matter.

To the best of my knowledge there are no real in-depth studies of motorcycle accidents in existence.

Motorcycles Are Safer

There are some statistics published by the National Safety Council in their booklet, "Accident Facts." Let's see what this booklet has to say about motorcycle accidents, when compared with all types of motor vehicles.

On Page 56, the statistics show that there were 2,190,822 motorcycles (including motor scooters, motorized bicycles, and motorized tricycles) in 1967. On Page 54, the statistics indicate that there were a total of 103,000,000 drivers in all types of motor vehicles during the same year.

Examining the statistics further, we find that 30.67% of the total vehicle drivers were 30 years of age or under. Our own research indicates that 80.6% of all motorcycle riders are 30 years of age or younger. We know from reliable sources that young drivers do present a safety hazard; therefore I'm sure you will agree that the safety record of motorcycle riders should be compared with that of all motor vehicle drivers in the same age bracket.

On closer examination of the National Safety Council's statistics, here's what we find:

	All Motor Vehicles	Motor-Cycles
Total drivers (1967)	103,000,000	2,190,822
Total 30 yrs. or under	31,590,100	1,765,803
% 30 yrs. or under	30.67%	80.6%
Under 30 dri. in accidents	11,200,000	42,700
% under 30 driv. in acc.	35.44%	2.38%
Under 30 driv. in fatals	28,900	1,971
% under 30 driv. in fatals	.09%	.11%

We can be reasonably sure that all registered two and three wheel vehicles are counted in the total driver statistics. We suspect that the unregistered minibikes and other unregistered two wheel vehicles involved in accidents are counted as "Accidents" or "Fatals," without being included under "Total Drivers," thereby distorting the percentage of accidents and deaths when compared to the number of registered motorcycles.

Even so...even with distorted statistics ...age group for age group, the death rate of motorcycle riders and of all motor vehicle drivers is comparable, while the accident rate of motorcycle riders is only 2.38% when compared to total vehicle accident rate of 35.44%.

Statistics published in the November 1969 issue of "Traffic Safety" show that motorcycle deaths DECREASED 3.5% in 1967 and also DECREASED an additional 3.6% in 1968, while the death rate of all motor vehicle occupants INCREASED a total of 4% during the same two year period. A combined death rate decrease for motorcycles of 7.1% compared to an increase for all motor vehicle deaths of 4%.

Motorcycle safety is improving, but we still face problems. Some of our problems result from the failure of automobile drivers to recognize the existence of motorcycle riders...the failure of drivers to extend the same driving courtesies that they would if confronted with a bus or truck, or even another automobile.

Motorcycle riders also have their own safety problems. If you asked me right now what was at the core of the motorcycle safety problem, I would have to say our educated guess is the lag in licensing and training, in addition to the attitude of the automobile drivers.

At the end of 1966 there were only a handful of states which required a separate motorcycle license. How could we expect any impressive degree of safety where we failed to provide a practical license test in more than 40 of the 50 states?

Licensing Helps Safety

Our Trade Association formally adopted a resolution in 1965, urging that all states enact laws calling for separate motorcycle licenses, based on appropriate testing methods. Our belief is that this will help eliminate some of the accidents which would otherwise occur to motorcyclists during their first hours and days on public roads, just as automobile license examinations undoubtedly have contributed to a reduction of accidents among young drivers in the past two decades. Our records indicate that about half of the 50 states have provided for a separate license for the cyclist.

Whereas licensing is indisputably the jurisdiction of state legislators, training is, unfortunately, not as clear-cut an issue and cannot be so blithely assigned to one group. Most of the conferences on this problem have led to resolutions urging communities to bear the burden. So far, there has not been very much action but there are signs of a concerted campaign arising at local levels. We do everything within our resources to assist in developing these training clinics.

Our dealer groups in all 50 states will soon launch organized rider training programs, but too few schools have initiated motorcycle rider training as part of their curriculum.

As vital as rider training and separate licensing may be, they will not reach maximum effectiveness unless there is an accompanying system of motorcycle instruction for license examiners. Recognizing the urgency of such a program, the Motorcycle Industry Council is cooperating with the American Association of Motor Vehicle Administrators. We are also working with the National Education Association in the development of training programs.

The M.I.C. has working sub-committees to aid Federal, State and Local agencies in developing realistic, equitable laws and rules of the road as they affect motorcycles. Our government relations staff deals primarily with legislative bodies, safety councils and motor vehicle administrators, providing information and counsel whenever requested.

A Safety Sub-Committee functions as a part of the Legislative and Technical Standards Committee. The purpose of the Committee is to develop industry safety standards which are acceptable to and can be met by all members of the Council. Once industry agreement has been reached on a series of standards, they might be then set forth as proposed Federal Standards. Work has been completed on standards for the following:

1. Tires, Tubes and Rim. 2. Handlebars. 3. Brakes. 4. Electrical Systems. 5. Standardized Controls. 6. Sound Level Limits. 7. Seating.

As technical standards are developed, they are offered to the National Highway Safety Bureau for their consideration. Our Council works very closely with Mr. Douglas Toms, who now heads the N.H.S.B.

A second committee, Public Relations, provides information and assistance to the nation's news media, with special emphasis on programs that will foster safety and responsibility on the part of the owners and operators of two-wheeled motor vehicles.

Our industry association produced a television public service spot announcement and received endorsement of the film from the U.S. Public Health Service, Accident Prevention Division. Entitled "Safety Is A Snap," the film urges riders to wear safety helmets and eye protection. It was provided to 400 TV stations in all parts of the country and was used on a regular basis for several months in public service time.

In a "Position Paper" of the Association we have recommended periodic safety inspections of two-wheeled motor vehicles, legislation which would prohibit modification of original equipment exhaust systems, and the outlawing of highrise handlebars (those in excess of 15 inches above the horizontal plane of the seat). We support the provisions of the Uniform Motor Vehicle Code which permit passengers only on machines designed with a permanent passenger seat.

We have also issued a plea to all organizations – public and private – which are interested in driver education to join the M.I.C. in advocating expansion of current driver education programs to include motorcycle training. Slowly, but surely, more and more schools and private groups are asking for help in establishing rider education programs.

We do take pride in the fact that our industry association has achieved some stature as a source of sound advice – as impartial as we can make it – in technical and general matters related to the two-wheeled motor vehicle.

But we will take even greater pride on the day that significant improvement in the motorcycle safety record has been achieved. It is both our hope and belief that the programs we are now advocating and performing will give us that satisfaction in the near future.

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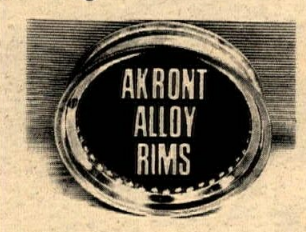

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Hart And Shaw Sew Up Trojan

By Eddie Smith

SOUTH GATE, CALIF. Apr. 10, 1970 – Tim Hart and Larry Shaw stole the show Friday night at Trojan Speedway. Shaw and Hart each won two Main Events and a Trophy Dash.

Riding a Sachs Tim Hart won the 125 TT Trophy Dash. Hart beat Robert Bruce's Yamaha to the finish line in the 125 TT Main Event on his Sachs. Raymond Wunno placed third on a Bultaco.

Hart also was the winner in the 250 TT Main Event riding a Montesa. Irwin Moon was second and Dennis Ralph was third. Both were riding Bultaco powered bikes.

Larry Shaw, mounted on his Bultaco, won the 250 flat track Trophy Dash. Larry also finished first in the 250 flat track Main Event. Irwin Moon placed second on his Bultaco while third place went to Randy Ellis riding a Yamaha.

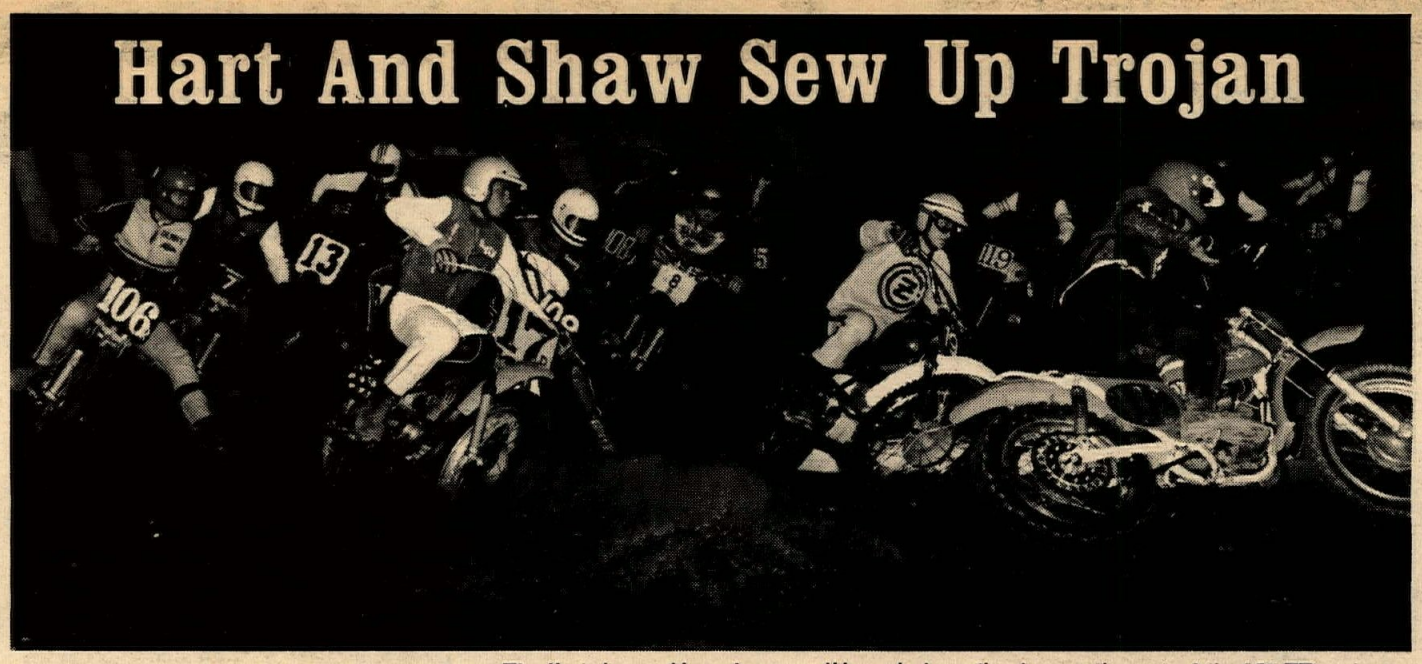
Riding a 100cc Kawasaki, Larry Shaw took first place in the 125 flat track Main Event. John Sperry was second on a Yamaha. Shaw took third in the 100 flat track Main and finished fifth in the 100 Main Event.

Irwin Moon brought his Bultaco into first place in the 250 TT Trophy Dash. Moon also finished second in two of the other races.

Paul Wilde won the 100 TT Trophy Dash riding a Yamaha. Paul also placed second in the 100 flat track event. Paul was involved in a three bike crash at the start of a race. No rider was injured.

Riding a Kawasaki, Bob Sanders won the 125 flat track Trophy Dash. Sanders also won the 100 flat track Main Event. He placed third in the 125 flat track Main and placed second in the 100 TT Main Event. Rob Morrison won the 100 TT event mounted on a Kawasaki.

Larry Shaw and Tim Hart will be back at Trojan Speedway next Friday night along with all the regular riders. Racing starts at 7:30.



Tim Hart does a big motocross slide and slams the door on the rest of the 250 TT aspirants.

green platers

By Elaine Jones

PERRIS, CALIF. March 22, 1970 – The second week of racing is over and the feelings about the new track are still up for grabs. Those who had ridden the previous week felt the track had improved 100%, and the Maico riders are ready to erect a shrine, the course has been so good to them.

Bob Kline, making his first appearance of the season, was once again mounted on an American Eagle, and together they seem unbeatable. Bob had a nine week win streak last year, and he's off and running this season. Brother Jim held up the other half of the team by taking the 125cc Class.

Stu Cox just had one of those days. He ran out of gas on the way out to the track, so he borrowed some from his bike and really lucked out, as he won his class but ran out of gas in the Sweepstakes. Ever hear of those cans you can buy that hold gas, Stu? You put them in your car, preferably filled, and no problems.

Stu recently became a Papa for the second time and had a son for the first. The Bruce Priors are expecting another child in a month or so. Bruce is still trying to ride that 100cc bike but forgets he's built like a football player.

Little ten year old Charles Summers had the whole crowd in the palm of his hand, as he won all his motos in the 100cc Novice Class. What made it so neat was the fact he was riding a Honda 50. And boy did he ride it. The whole pit crowd let out a whoop when he took the checkered flag his final heat.

The Stanford boys came up from Indio, and Toby took home the gold for the family.

Tim Beason and Mark Revels came up from points south and proved they haven't lost their touch. Mark was sporting some pretty sharp new leathers. He also surprised his father no end when he rode his 250cc bike for the first time in competition and did one heck of a good job.

In regards to leathers: Saw a very good argument for wearing both tops and bottoms. Bill Dobbs took a spill and fell on his pipe at one of the other tracks. When he went to separate himself from his bike the skin on his stomach had other ideas and the result was one very bad burn. Another one on the sick list is Bruce Yoakam, who sprained his ankle in baseball practice and now the only thing he's steering is his crutches.

Steve Tinsley, I'm gonna get you. You let me believe you were Expert, instead of telling me those are the plates from another track. I believe anything. Hope your Mini-Bike breaks down.

Happy Birthday to 41P, Pat "Magnitude" Lynch, who according to his wife and others, had some party Saturday night, and got an extra bonus when he won his class.

For all the pros and cons about the track, Mr. Skeel hit the nail on the head, when he said, "If no one has to be taken away in an ambulance you have a fabulous course." So far, this has been the case, as no one has been hurt in the two scrambles held. Can't knock those averages.

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Madison Square Garden Races Set For This Summer

Trojan Enterprises, who put indoor racing on the map with successful spectaculars in California and Florida, have announced that they will bring professional motorcycle racing to New York City for the first time since World War II.

Site of the big-purse AMA race meet will be Manhatten's famed Madison Square Garden, which seats 17,000. Ticket prices will range from $4 to $7 and the purse may be supplemented with television money.

The whole promotional package will cost upwards of $40,000, says Trojan president Don Brymer. It will be the costliest motorcycle promotion in the history of professional racing.

"We'll be overjoyed if we break even on it," says Brymer. "We'll even be happy if we only lose $5,000. It will be worth it just to bring professional motorcycle racing to New York, the headquarters of all the media."

No specific date has been selected for the Garden show yet, but a date in August has been tentatively agreed upon. AMA co-operation has been outstanding so far, Brymer reports.

Fast Track Makes Superlative Racing At Perris

By Elaine Jones

PERRIS, CALIF. April 12, 1970 – What the crowd lacked in quantity, the riders made up for in quality, as a fine day, coupled with a super fast track, provided some superlative racing at the weekly TT's.

Bill Dobbs, looking fully recovered from a bad burn, led the 100cc Novice class, second division, as he straightened out the curves and found his way home. Tim Beason, a long time rival, had no trouble nailing down the 2nd spot, with Jim Clubb and Bob Weeks rounding out the field.

Terry Stanford won the first division with Kay Kanaki the winner in the 3rd division.

The 100-125 Am.-Ex. class saw some real go rounds, with second season Novice Bob Kline out riding Experts Gary Caldwell and Steve Nichols. These guys seemed to forget the meaning of the word "Brake", but have totally memorized the section devoted to turning the throttle on full bore. Kline won the event, and Gary Caldwell, back after recovering from a broken foot, is always a bridesmaid, never a bride.

Jim Kline, not about to be outdone by his brother, took the 125 Novice class but had to hold off a strong challenge by Bill Dobbs.

Toby Stanford, one third of a three member brother act, couldn't let his brother Terry out due him, either, in the first flight of 250 Novice. Second place Dennis Creason was the going away winner in the first heat. After that, things just didn't click, and Toby was able to get around him. Glen Barrett and Steven Gailliot finished it off.

Steve Brewer took the 2nd flight of the 250cc Novice class, with Jon Mudd 2nd.

The 250cc Am.-Ex. was a toss up, with Bob Kline slipping through to take first race, only to have Bob Greenstreet come back and take the 2nd and 3rd go's. Steve Mudd had all the stops pulled and took a super spill in the first heat. He came back, however, and ended up third.

Novice Moto "A" had Paul Lass out in front so far he looked like he was Sunday driving.

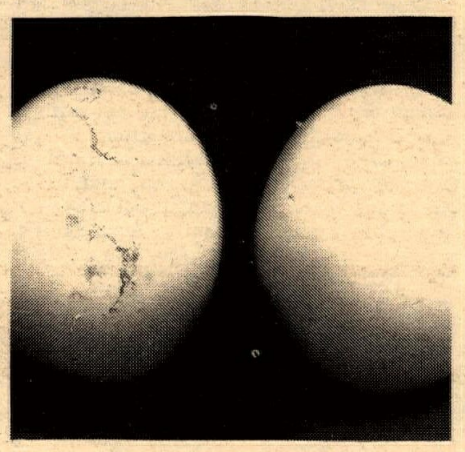
Gerry Tanner won his first trophy, as he took the Novice Moto "B", over Perris regulars Jeff Sexton, Larry Kennady and Kevan Larick.

Gary Griffing walked away with the Am.-Ex. Moto, with C. Glen Brunson second. Vince Graves and Andy Skeel, two very stylely riders had the spectators all watching, as they engaged in a lap after lap, give and take affiar, as you blink your eyes. Vince was in front when it counted and came up with third, with Andy settling for fourth.

Bill Dobbs mounted on a baby Greenstreak held off a down to the wire drive by Bultaco mounted Bob Greenstreet and won the sweepstakes.

Next week Perris goes under the lights for the opening of the night season, in addition to a full racing program on Sunday.

(Results on page 26)



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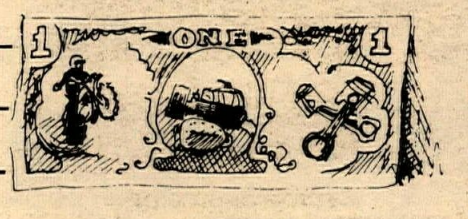

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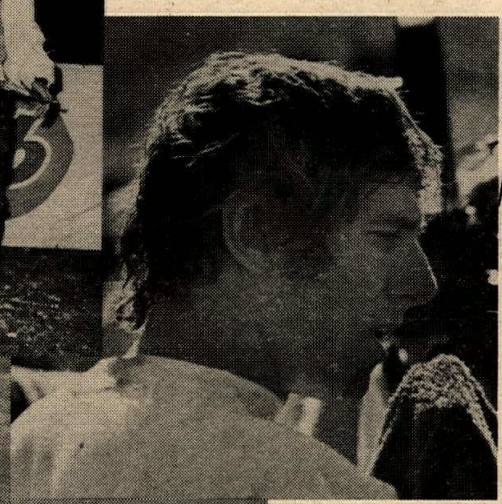
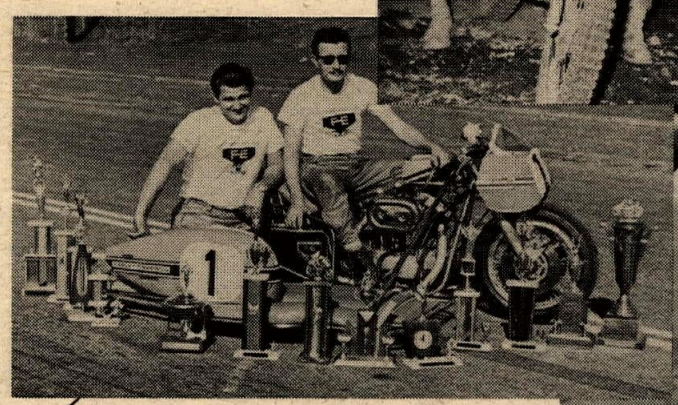
The Patrick-Bowers team have taken top honors in the two-wheeled division of the Mint "400" two years in a row. This year they used FE Plus Fuel Additive in their new 360MX Yamaha and busted their '69 winning time by more than an hour.

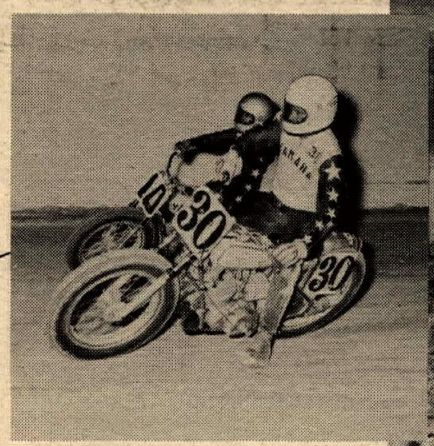
J. N. Roberts uses FE Plus in his bike, too. He won the Sandblasters M.C. Hare and Hound against 1000 bikes. And one week later rode to a 3rd overall at the Mint "400" — and that was after two flats.



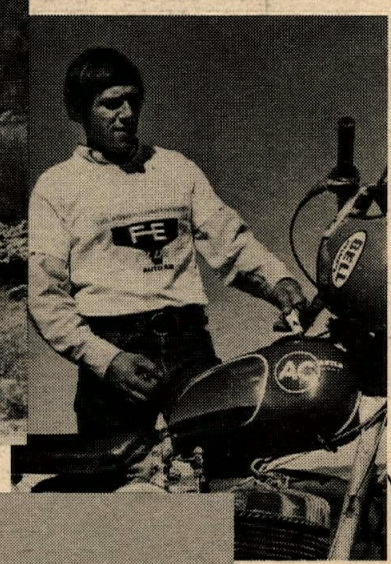


Al Baker and Lars Larsson grabbed 1st place in the 250cc and under class at the Mint "400". FE Plus also helped them take 6th overall.

FE Plus works for sidecar riders, too. In fact, #1 AMA plateholders Dean Hummer and passenger Rulon Gulbransen took 1st at the AFM opener at Orange County.



If you ever need a fast start, you need it in a 3 lap Trophy Dash. Keith Mashburn got it with FE Plus on the Daytona short track. He took 1st sweeping the field with a time of 1:03.13.



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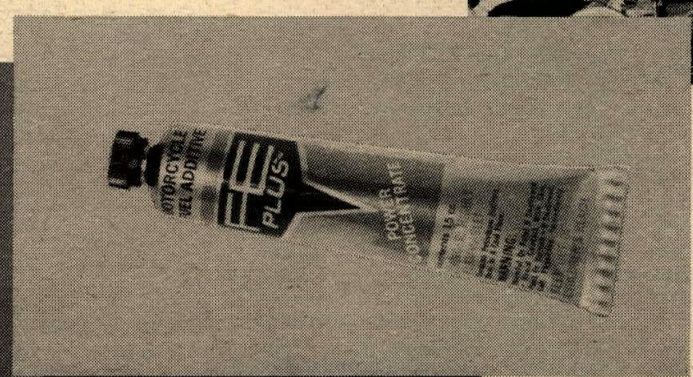

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